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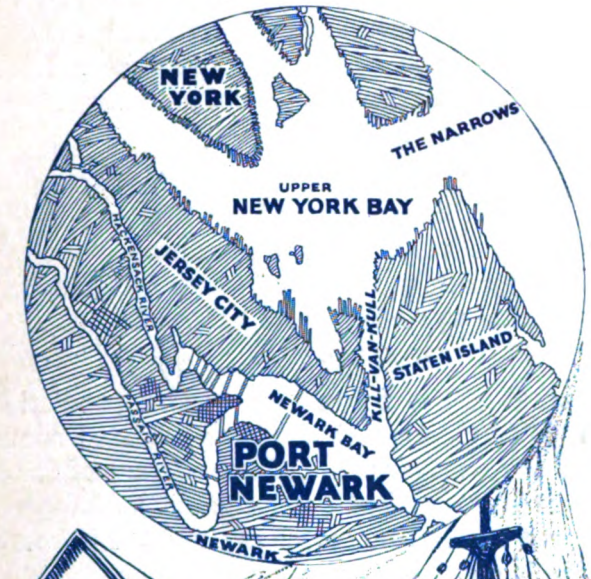

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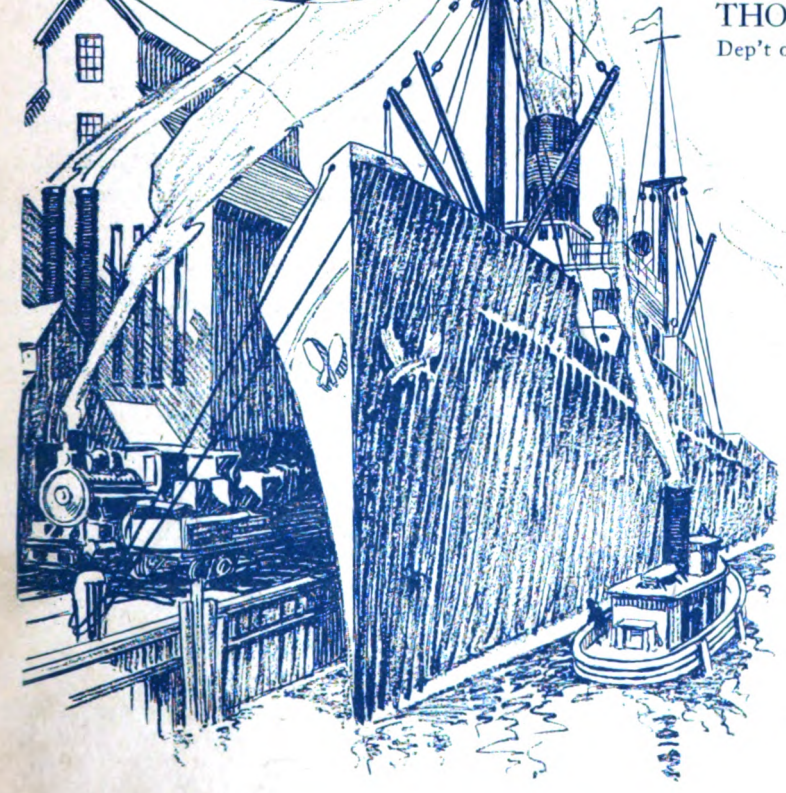
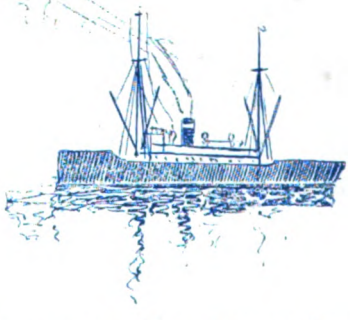
THOS. L. RAYMOND, *Director*
Dep't of Public Improvements Newark, N. J.





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PORT NEWARK

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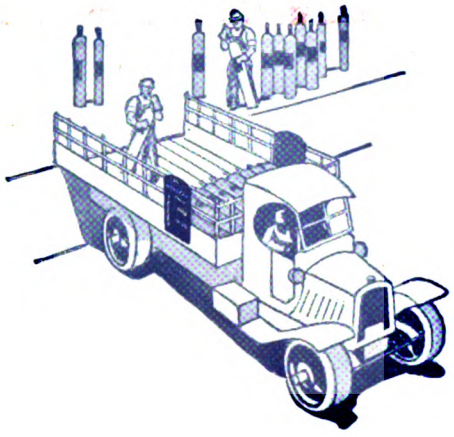
"This phase of our service will be recognized"—

wrote a vice-president of the Linde Company six years ago



IN RECOMMENDING that the Linde Company enlarge its service to include the giving of help to Linde customers in their use of processes requiring Linde oxygen, this vice-president wrote six years ago:

> "This phase of our service can, I am confident, be developed to an extent that, in the course of time it will be recognized by a large percentage of the users of our products as an important factor in the oxy-acetylene field, and will be called upon freely for advice in small as well as large matters."

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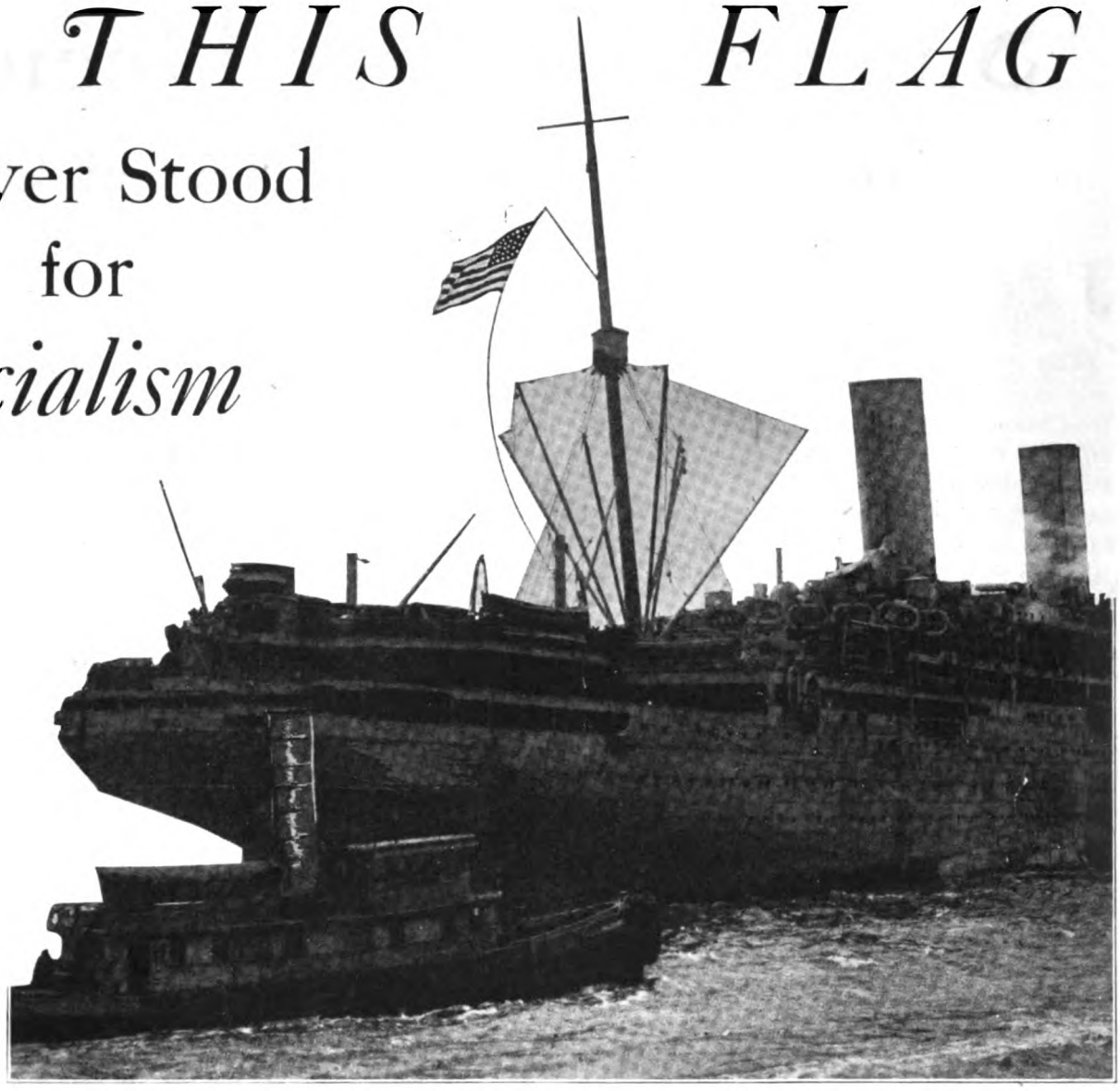
THIS FLAG Never Stood for *Socialism*



OWNERSHIP and operation of a huge fleet of steamships by the federal government, at a cost to the taxpayers of many millions a year, is state socialism of the most flagrant character. It represents a system of organization which the American people repeatedly have repudiated, on the last occasion on Nov. 4, 1924 by a majority of nineteen million votes.

How, under these circumstances, does a business administration with a definite antisocialist mandate from the people, justify its support of the socialist United States shipping board?

Politics—Both Feet in the Trough

The time has come to speak plainly of this canker which is eating into the vitals of the American system of business. The biggest reason why our useless fleet of rusty tramps isn't consigned forthwith to the scrap heap, why millions are squandered on the graft-ridden organization of the Fleet corporation, why congress keeps on paying the deficit out of your pocket and mine, may be summed up in a phrase—jobs for politicians. In a word—pork. The pork in the shipping board makes rivers and harbors and other old standby grafts look like 30 cents half spent.

We charge that the shipping board and its appendage, the Fleet corporation, is essentially a huge political machine operated for the purpose of making jobs for politicians and political hangers-on. It is kept going because of jobs and graft. This statement is true despite the fact that this organization includes high minded men who have the welfare of their country at heart and think that the socialization of great public utilities is a good thing. If anyone doubts the political character of this agglomeration of pseudo-experts in shipping, let him learn how J. B. Meserve, a lame duck from Oklahoma, beaten in a contest for a federal judgeship, got on the shipping board payroll at $9000 a year. Certainly it cannot be contended that Oklahoma offers opportunities for acquiring maritime experience.

Afraid to Take the Bull by the Horns

Even the strong committee appointed recently by the President to bring in another report on the shipping situation was afraid to take the bull by the horns. It recommended more construction, maintenance or regular service on trade routes of so-called national importance and private ownership—eventually. Why not private ownership *now*, Mr. Hoover, Mr. Mellon, Mr. Coolidge?

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Supreme Court Decides

Declares Navigation Paramount, Orders

JUST what does the United States Supreme Court decision pertaining to the Chicago drainage canal mean to the carrying trades of the Great Lakes?

That there is a connection is obvious from the array of interests reinforcing the government's case to enjoin the diversion of 10,000 cubic feet of water per second from the Great Lakes. Now that the court has decided with finality not more than 4167 cubic feet of water can be abstracted, without an order from the secretary of war, the significant features of the event may be summarized with some assurance that they are likely to be permanent.

The injunction is referred to as an "event" because the vessel interests of the Great Lakes have been fighting the diversion of water at Chicago for a score of years. Linked with those interests are some of the largest iron and steel producers in the country. News of the recent Supreme Court's decision was received by them as a victory of tremendous importance, won after a long, hard battle.

It is recognized that Chicago will continue the struggle for 10,000 feet per second, on the claim that this amount is necessary to the health of its millions of inhabitants. Further it is realized the secretary of war has the deciding power; and that congress may make new laws; but it is believed Chicago will have to take steps other than the lowering of lake levels to protect the health of its citizens. The Supreme Court's decision gives ground for such belief.

Violated War Department's Orders

The sanitary district officials were found to be violating the order of the secretary of war, issued during the Taft administration, allowing the withdrawal of only 4167 cubic feet of water per second. It was mainly on that issue the case was decided, and there is nothing to bar Chicago from insistence on the issuance of another order by the present secretary of war. Hearings will be held in Washington almost immediately, as the Supreme Court has made its injunction effective in 60 days.

Vessel companies view the deflection at Chicago as a raid on their interests; and also point to the broader economic features involved.

The waterway provides low-cost transportation of essential materials over a route 1000 miles and is one of the mainstays of industrial enterprise. Destroy or detract from this natural advantage, they say, and all consumers of iron and steel, coal, grain and other commodities will suffer the consequence. As they have many millions of dollars invested, it is natural that they argue from this standpoint.

Because they are unable to load their vessels to full capacity they estimate their loss in revenue as $3,000,000 to $4,000,000 annually. They claim such a loss has been incurred for the last ten years or more. Furthermore, they say that if Chicago should immediately reduce the amount of water it diverts, from 10,000 cubic feet per second to 4167 feet, it will take years for the Great Lakes to recoup the loss of 6 inches of water incurred by reason of the drainage canal. Full replenishment through the natural sources would extend ten years into the future, and meanwhile they would continue to sustain a loss.

Not only this, but an additional loss is represented in the damage to vessels due to low stages of water. The number of accidents ascribed to this source has been increasing in recent years. Vessels run aground in shoal waters, despite the vigilance exercised in determining and reporting the levels at the principal passageways.

Draft Determines Exact Capacity

The total trip capacity of the vessels in the iron ore trade on the Great Lakes is 3,116,300 tons. The vessels have such capacity when operating on an average draft of approximately 19 feet 8 inches. Iron ore boats when loaded to this capacity are only about two-thirds full. Capacity increases proportionately as draft deepens, that is to a certain point depending on limitations of size and structure of the vessel. As capacity is gained, revenue advances; therefore revenue depends to a large extent on the depth of the water in which the vessels may operate. The lower the water, the more trips are necessary to carry the season's cargo of ore, coal, stone and grain.

One of the principal advantages of increasing the draft applies to the haulage of ore. The coal movement up the lakes amounts to about 50 per cent, in tonnage of the down shipment of ore. Coal boats manage to load practically full, but with increased draft and more careful trimming their capacity also would show considerable increase.

Many of the largest iron ore vessels return north without any cargo. The Steel corporation's boats carry very little if any coal. One reason for this is the trip can be made in less time, and the advantage thus gained more than offsets the revenue that would be obtained by delaying for coal. Also, coal rates average 40 to 45 cents, and ore rates average about 68 cents.

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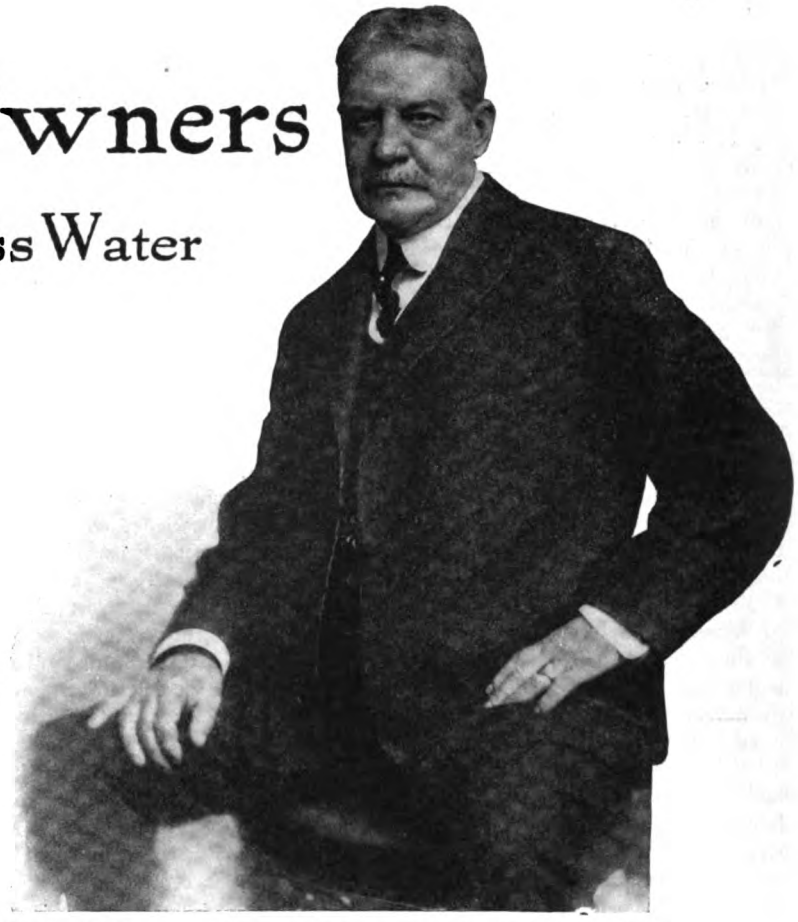
for Ship Owners

Chicago to Divert Less Water

Injunction Is Made Permanent and Sanitary District Instructed to Limit Quantity of Water Taken from Lake to 4167 Cubic Feet Per Second —Chicago Trying to Avoid Obedience to Court Order— —Still Taking as Much Water as Ever—What Greater Depth Means to Lake Vessel Operators—For Every Inch, 100 Tons of Ore Per Trip.



Harvey D. Goulder, whose masterly argument for the Lake Carriers Association upheld the case for navigators

The smaller boats obtain the coal carrying business.

For every inch added to the draft of water in the lower lakes the trip capacity of a 10,000-ton ore boat is increased approximately 100 tons. Conservatively stated, if the vessel could have 6 inches more water, representing the total withdrawn at Chicago, it could load 500 more tons of ore. This would mean an increase of about 5 per cent in the trip capacity of the ore fleet, or 155,000 tons over and above the present 3,116,300 tons capacity.

The number of trips made with ore average about 20 in a season. Additional capacity for such a period would be 3,100,000 tons. The average rate per ton of ore paid to the ore carriers in 1924 was 68 cents, calculated from actual shipments from the various ports. On this basis the increase in carrying capacity would mean an additional revenue of $2,108,000. This assumes a normal shipment, whereas in 1924 the movement was only two-thirds of that. Total increase in revenue depends on tonnage handled. A simpler way for grasping the significance of increased draft for lake vessels is by recalling that every inch adds *about 1* per cent to operating revenue.

*Vessels i*nterests estimate a combined revenue increase for iron ore, coal, stone, grain and other commodities of $3,000,000 to $4,000,000 in a normal year. This assumes that practically all of the withdrawal of water at Chicago cease. If the amount is to be reduced from 10,000 cubic feet per second to 4167 cubic feet the gain in revenue would be only a little over half of the foregoing carefully estimated returns.

The case for the vessel owners was very completely set forth in a brief submitted to the Supreme Court by the Lake Carriers' association. This brief, in part, is as follows:

On the evidence it cannot be controverted that this [diversion of water by the sanitary district of Chicago] results in lowering the lake levels, and the abstraction of the excess over 250,000 feet per minute impairs seriously the navigability of the Great Lakes water route—the greatest and cheapest in the world. The conceded total reduction of the lake levels is 5½ inches and even greater in the St. Lawrence river. The court finds that this inflicts a direct loss to those dependent on the water navigation rout. In the report of the International Waterways commission, 1907, the direct yearly loss to vessels alone in freight earnings is conservatively placed at a million and a half.

But there is also the vast loss and damage to some 106 improved harbors in the states fronting the Great Lakes and over 50 on the Canadian side—and to the country at large and its industrial business dependent on the Great Lakes route for the annual movement of more than 100,000,000 tons of raw materials and other commodities wherein the saving in freight rates, compared with the cost of rail transportation, easily reaches or exceeds a quarter of a billion dollars every year.

The object and being and purpose of the defendant sanitary district are avowedly for local sewage treatment only, to which has been added manufacture of

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electric power to reduce the expense. Mention is here and there made in the Rcord of a navigation channel to connect the Mississippi system of river navigation with Chicago by joint action of the United States and Illinois; but that is still in the future. Examinations and surveys by the United States show, however, that the requirements of such a channel would not exceed 1000 cubic feet per second; and in the instant case the injunction is against the sanitary canal exceeding 4167 cubic feet per second.

Defendant-appellant claims the right under a general state statute of 1889, authorizing the formation of sanitary districts to care for local sewage, with some details applicable to such a district if one should be set up in Chicago, to take from the lake and use whatever might be necessary to its purposes, and, under a supplemental act of 1903 specifically authorizing such district, to erect works to develop power, raising the necessary money by local taxation.

The answer also avers, as will be later shown, that the sanitary district has never recognized and denies any right or authority of United States to interfere, although, from the very beginning it has applied to succeeding secretaries of war not alone for the original permit but repeatedly for increase thereof—which have been denied—and the thousands of pages of record are replete with applications to the secretary of war for permits or increase, official reports of government engineers, etc.

In fine, the right and authority of the general government are now unqualifiedly denied by defendant-appellant.

The interest of the Lake Carriers' association, which prompts the application for and leave to file this brief, should not be misunderstood. It is a business league composed of members who own and operate ships on the Great Lakes, not itself owing or operating or financially interested in any respect soever in any ship. But, through its membership, it has been alive to and at all times attentive to everything tending to the improvement of or threatening the navigable capacity and usefulness of this great water transportation route, which to common knowledge, has grown to such enormous proportions so that it furnishes the country at large the cheapest and most efficient transportation known to history of such raw materials as grain, iron ore, coal, stone and other commodities, therein performing a ton-mile service exceeding 25 per cent of ton-mile service by all railroads in the United States, and being substantially one-half that of the railroads east of the Mississippi and north of the Ohio river in the general region in which the Great Lakes lie; and this at a cost, over and by means of this great, open, free, competitive national and international highway, which compared with similar service by railroads, if that were possible, is one-fifth or less. It is common knowledge also, that in the procession of business events this spread grows larger.

The members of the association, as private ship owners, have personal interest in averting the calamity of heavy direct loss, which will be later referred to, from the impairment of the navigable capacity of the Great Lakes, such as has been already occasioned by the abstraction of unprecedented quantities of water by the sanitary district at Chicago, which, we may remind here in passing, is taken for purely local benefit for sewage purposes by, what the record shows to be a more convenient method, as against not only possible but other reasonable and well known methods in world wide use, which do not require any such extravagant waste. .

The case really is admitted to be on the facts a simple question of local convenience, advantage and gain, in defiance of the paramount right of navigation for which all this navigable water is held in trust for the public, and the authority and responsibility for the conservation of which is in the United States, as to waters of the United States and in a foreign nation as to its part of the navigable waters; and against the interest of all the rest of the people of the United States and, for that matter, of Canada, and all of the investments in and of other states and cities fronting the Great Lakes and the docks, ships, farms, mines, furnaces and all other ramifications involving investments of billions of dollars and the industrial and domestic interests of the millions of people whose cause appeals to the governments on both sides of the waterway through a length of many thousands of miles.

How Chicago Looks at This Question

BY E. C. BARRINGER

Associate Editor, Marine Review, Chicago

WHAT the Supreme Court has held is that Chicago must obey the war department at Washington and not the Illinois legislature at Springfield, and reduce the diversion from 10,000 cubic feet per second to 4167. Chicago's sin has not been so much the mere taking of 10,000 feet per second as the flouting of the war department's maximum of 4167. Either the war department or congress may legalize a 10,000-foot flow, having strung out its court fight over a number of years, Chicago will now shift the battle to another flank.

The Supreme Court observed that its decision was 'without prejudice to any permit that may be issued by the secretary of war, according to law." Chicago has already applied for temporary permission to continue the 10,000-foot flow, and the war department at Washington has intimated this will be forthcoming within 60 days from Jan. 5, when the court's decree becomes operative. Whatever the merits of the case, it is agreed that the health of some 3,500,000 persons in the Chicago district is paramount. The court's ruling is an undoubted legal victory but will it mean anything by way of raising lake levels? Apparently not at this time.

Several bills have been introduced in congress to remedy the situation but action at this session of congress is not probable. One authorizes the desired flow but under conditions odious to Chicago. Some members of congress are agreeable to a 10,000-foot flow provided it can be proved necessary to maintain a 9-foot stage for the Lakes-to-Gulf waterway. Chicago's program is to obtain temporary relief from the war department, then seek to make it permanent in congress.

On the American side of the Great Lakes the chief objection to Chicago's using a part of Lake Michigan to dilute its sewage and flush it southward through the Chicago river and the drainage canal into the Des Plaines and Illinois rivers is that it has lowered the levels of Lakes Michigan, Huron and Erie.

A group of engineers retained by Chicago reported recently that "a reduction in the diversion at Chicago to 4167 cubic feet per second would raise lake levels only 3 inches, whereas proper regulating works would raise these levels 10 or more times as much even with an annual average diversion of 10,000 cubic feet per second at Chicago." These engineers accept the war department's calculation that the 10,000-foot diversion has lowered lake levels 5½ inches.

On the Canadian side of the lakes the objection, in brief, is that the more water Chicago takes for sewage dilution the less is available at Niagara Falls

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for the hydro-electric plants. Central Illinois has a grievance because Chicago has refused some claims for damages resulting from overflow, and there are some fears of contamination. Some lower Mississippi states side with Chicago on account of the Lakes-to-Gulf waterway.

But the chief indictment against Chicago is that it has lowered lake levels. Chicago's counter-proposition is this: Let it build, at its expense, a lock at the lower end of Lake Huron and regulatory works in the Niagara river to hold back Lakes Huron and Erie, respectively. It calculates that a lock with a 5-foot lift at Port Huron would add 1 per cent to the time of a trip from Duluth to Cleveland but permit deeper loading by 10 per cent.

This contest over lake water—and Chicago stresses the point that Michigan is an American and not a boundary lake—dates back to 1889 when the Illinois legislature created the Sanitary District of Chicago. Contrary to general belief, it is not a municipal body but entirely an independent one, whose members are elected by the voters of the 50 cities and villages within the 437 square miles of northern Illinois that it embraces. It was thought that reversing the flow of the Chicago river, digging a canal to connect the south branch of the river with the Des Plaines river, which drains into the Illinois and then the Mississippi, was preferable and cheaper than building filtration and sewage disposal plants. Today Chicago's city water is not filtered.

In 1899 the Illinois legislature decreed that sewage entering the Chicago river should be diluted by 3 1/3 cubic feet of water per second per 1000 of population, and on this basis the present population of the sanitary district requires 10,000 cubic feet per second. The original interest of the war department was to prevent too great a current for safe navigation in the Chicago river. The most recent limitation of the war department is dated March 31, 1903, and stipulates a diversion of 4167 cubic feet per second. The sanitary district stood on its mandate from the Illinois legislature all the way to the Supreme Court, but the recent decision makes the war department limitation superior.

A good deal of conflicting evidence has been produced on the subject of lake levels. The engineers of the sanitary district board contend that over long periods the Great Lakes rise and fall 3 to 5½ feet, and that the present low stages are due to natural variations in rainfall, evaporation and ice conditions, to diversions through the Chicago drainage, Welland, Black Rock and Erie canals, water power at Niagara, storage of water in Lake Superior and enlargement of the channels in the St. Clair and Detroit rivers. Between 1900 and 1923 the officials show the level of Lake Michigan above sea level was highest in 1918, at 581.4 feet, and lowest in 1923, at 579.3 feet.

Shipbuilding Declines

Merchant shipping under construction in the world on Dec. 31, 1924, aggregated 2,470,436 gross tons, or about 4 per cent less than on Sept. 30, 1924, according to Lloyd's Register of Shipping. Great Britain and Ireland, which at the close of the third quarter were building 356,000 tons more of shipping than all the other maritime countries combined, were at the close of the year building 123,000 tons less than the other countries. Shipbuilding in the United States during the period under review declined 6000 tons.

A significant feature of the returns is found in the figures showing new work begun, as compared with tonnage launched. For Great Britain and Ireland, the tonnage launched was nearly double the amount on which work was begun. In the case of the other maritime countries, taken together, however, new work was 50 per cent in excess of launchings, thus emphasizing the decline in British shipbuliding. The following figures for the quarter ended Dec. 31, show that replacements in Great Britain and Ireland fell 158,000 gross tons short of shipping launched while in other countries combined the replacements were nearly 100,000 tons more than tonnage launched.

Returns from the principal shipbuilding countries show that Germany (including Danzig) had the amount of work under way diminished about 30,000 tons. During the last quarter, France increased the amount of construction under way by nearly 60,000 tons; Holland by 36,000 tons, and Italy by 22,000. On the other hand, the work in Japanese yards fell off 11,000 tons, and in those of the British Dominions, 5000 tons. The total for the United States is far below the prewar aggregate, and less than at any time since the war.

Construction of motor ships continues to play a prominent part in the returns for world shipbuilding. While there has been a slight decline (16,000 tons) as compared with the quarter ended Sept. 30, 1924, the decrease in construction work on other types of vessels during the same period amounted to 94,000 tons. The proportion of world construction represented by motor vessels is now 37.4 per cent, as contracted with 36.4 per cent in the previous quarter.

Contracts Placed Abroad for American Ships

While American shipyards, it is stated in a recent bulletin issued by the Atlantic Coast Shipbuilders' association, are more or less inactive, orders on American account are being completed in foreign yards. During the last year a number of vessels have been built abroad for American concerns doing an international busines. The extreme depression in American shipbuilding, which is being contributed to by the placing of orders abroad for ships for American commerce, has long since reached a stage where the plight of the industry is a matter of vital importance to other interests as well as to shipbuilders themselves. The irregular volume of tonnage contracted for in this country also contributes to the higher cost of shipbuilding here. If American shipowners adopted the same policy as their foreign competitors in the way of contracting ahead for new tonnage, and having a definite system in regard to renewal of old vessels, they would materially contribute to a reduction in our shipbuilding costs. With this advantage American shipyards would be able to distribute their overhead charges, which in connection with such a complex product as a ship are necessarily large, and shipbuilding would continue as a permanent American industry. Other American interests have had the same disadvantages compared with foreign countries yet we turn out a wide variety of products in the United States at our higher labor and material costs and sell them in competition abroad. There is no reason why we cannot do the same with ships if the proper volume of business is forthcoming. In view of the fact that the shipbuilding industry of this country is making every effort to survive present abnormal conditions we maintain that it is a duty owed by American concerns to the country whose flag protects their investments to aid in removing the obstacles which at present retard the shipbuilding industry.

At a meeting of the governing board of the Maritime Association of the Boston chamber of commerce, held on Monday evening, Jan. 12, the following were elected to membership: Boston, Cape Cod and New York Canal Co., New York, owners of the Cape Cod canal Henry Herbermann, New York Sanderson & Son, Inc., Boston and New York; Noyes G. M. C. Truck Co., Boston; G. W. Breymann & Bros., Boston and New York.

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THERE has not been a marine exhibition since November, 1923. The keenest interest is, therefore, anticipated on the part of both makers and users of all kinds of marine equipment in the American marine show, to be held Nov. 9-14, 1925 at Sixty-second street and Columbus avenue, New York City in the Two Hundred and Twelfth Anti-Aircraft Regiment armory.

In the two years that will have elapsed since the last show, many important developments have taken place. A contract has been awarded to an American shipyard for the largest and finest privately owned American merchant vessel ever constructed. Orders have been placed for 18 engines for the first part of the government diesel conversion program, and the reconditioning of the hulls and installation of machinery should be under way in full blast at the time this marine show is held. Other large reconditioning and conversion jobs have been or are under way. Also a number of fine coastwise ships are building.

Renewed interest and hope in a future for the American merchant marine is logical. In addition to some progress in the foreign trade, our own domestic seagoing commerce is steadily increasing. The growth of the intercoastal trade is but on the threshold of future possibilities. Measured by the standards of Europe's limited areas, the west and east coasts of the United States are each great empires with actual and potential resources of undreamed of proportions. The trade between two such great empires, as development progresses and wealth and population increases will in itself call for a large fleet of American built, owned, and operated vessels. The Great Lakes have an immense waterborne traffic, constantly growing. Transportation on rivers and canals will be increased as the need of means of distribution becomes more pressing.

Everyone, reacting to the pschychology of a rest from marine shows for two years, will be eager to exhibit and everyone in any way connected with the marine industry will be just as eager to see what is exhibited. It therefore behooves every shipyard and every manufacturer who in any way touches upon equipment for the marine field to seriously consider exhibiting at the coming marine show in November.

The American Marine association, 15 Park Row, New York City is conducting the show on a co-operative basis for all exhibitors. Anyone desiring to exhibit should apply to this organization. In offering space this year, the cost of booth space is considerably lower than for the 1923 show. The new location, while a little farther uptown, is more accessible by subway and elevated transportation than the former location. A decided advantage lies in the fact that the exhibits committee has so arranged the aisle and booth layout that it is enirely feasible to drive a truck loaded with heavy apparatus directly from the street into the armory floor and right up to the booth. This makes it practical for the exhibitors to show their most valuable products with minimum risk when moving into and out of the exhibition hall. The freight terminals are nearby.

The location offers great advantages for visiting ships in the North river during marine show week. Those who want to make a serious study of the marine industry and interchange ideas of a greater development along this field, will find it of advantage to be in New York, Nov. 9 to 14, 1925, as the Society of Naval Architects and Marine Engineers and the American Marine association will also hold their annual conferences and banquets during this marine week. Extensive programs are being prepared. The Propellor club will have an exhibit and hold a noon hour luncheon during the week. Other marine organizations will heartily co-operate.

Success for the marine show of 1925 is assured if those who design, build, repair and operate ships and make and sell the products which go into the building and equipping of ships, will lend their whole support by joining the American Marine association and by taking an active interest in its meetings and in the show. The officers of the association deserve co-operation.

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A New Fleet Policy Recommended

Private Ownership Favored—Removal of Ban on Railroad Ownership of Foreign Going Steamships Urged—Details of President's Committee Report

BY FRED B. PLETCHER
Washington Correspondent, Marine Review

IN ITS report on matters affecting the merchant marine and administrative needs of the operation of the government-owned fleet, the committee appointed by President Coolidge on March 12, last year, joins fully with the recently expressed views of the administration that an American merchant marine must be kept alive for commercial and defense purposes, at least until "such time as it is possible to transfer the operation of these vessels to private hands." The President's committee is composed of Chairman T. V. O'Connor of the shipping board; President Leigh C. Palmer of the Emergency Fleet Corp.; Secretary of Commerce Hoover; Secretary of the Treasury Mellon; Secretary of War Weeks, and Secretary of the Navy Wilbur. The committee points out that its work had been based on the President's instructions "to keep definitely in view the determination to maintain our position on the seas through government control."

The comprehensive policies set forth in this report are regarded as expressive of the merchant marine policy in general of the Coolidge administration. The members of the committee placed their report, together with recommendations of the sub-committee dealing with the promotion of commerce through the merchant marine routes, and with the merchant marine for national defense, in the hands of the President a month ago, but it was not made public at the White House until several weeks later. All of the President's committee did not join in the recommendations of the sub-committee and for that reason these latter recommendations were not made part of the report. These were submitted for the information of the President.

"The committee appointed by you on March 12, 1924, to study certain matters with respect to the future policy of our merchant marine has in detail gone into different phases of the question, and the sub-committee appointed with representation thereon of each member of the main committee has submitted concrete recommendations based upon such analysis as it was possible to make in the limited time," says the report. "The committee does not consider it necessary to enter into a reiteration of the imperative need from a commercial and defense point of view of the facts which confront us today in the operation of a government fleet and its bearing on the future development of an American merchant marine."

Among the outstanding recommendations of the committee are the following:

Every effort should be made at all times to place the lines in private ownership.

Complete separation of the Emergency Fleet Corp. from the shipping board should be accomplished, with the corporation in charge of operations and the board to be restored to a semi-judicial regulatory body for the merchant marine.

Building of ships for replacement after the next five years.

Maintenance of regular services by the Fleet corporation upon trade routes of national importance where private enterprise will not undertake the task.

The setting up of local corporations in the various ports to take over ships and maintain trade routes.

"Every trade route on which an appreciable quantity of American commerce moves is now served by American ships. About 80 per cent of the American tonnage in operation in overseas trade routes is government owned and about one-half of the remaining 20 per cent is owned by 'industrial carriers' not employed to any considerable degree in the competitive field," the committee says.

The report comments as follows upon the necessity of getting the ships into private ownership and operation:

"Every effort should be made at all times to dispose of the various lines to private ownership. The government can never operate commercial shipping as economically as private capital; the very presence of the government in the business, with all the uncertainties of government policies that are inherent, stifles private growth. It is far better to pursue a liberal sales policy and take an immediate loss on the sale of ships than to continue their operation over long periods with the prospect of a greater loss, provided sales contracts can be made of such character as will guarantee the continued maintenance of necessary services. Lines which cannot be disposed of to private interests in the near future, but which are necessary in the national interest, should be placed on the best possible business footing and maintained thereafter by the government until such time as it may be possible to determine the character and amount of aid that may be necessary to bring about their purchase and continued maintenance by private American citizens. Any line which does not develop real promise of becoming self-sustaining, even with reasonable government aid, should be discontinued."

The report strongly favors the opera-

Chief Recommendations

Outstanding recommendations of the President's special committee follow:

1. The complete separation of the Emergency Fleet corporation from the shipping board, the corporation to have entire charge of operations, while the board is to be restored to its original status of a semijudicial regulatory body for the merchant marine as a whole.

2. Every effort should be made at all times to place the lines in private ownership.

3. Regular services should be maintained by the Fleet corporation upon trade routes of national importance where private enterprise will not undertake the task.

4. Creation of local corporations in the various ports to take over ships and maintain trade routes.

5. New construction of ships for replacement after the next five years.

6. Cost of construction and maintenance of fast passenger liners should be met, where it exceeds regular cargo liner figures, by appropriations on behalf of the postal and naval services.

7. Restrictions upon railway ownership of vessels in international trade should be removed.

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tion of the cargo liner and opposes operation of tramp ships by the government. Comment on this is as follows:

"The whole tendency of world shipping is toward the cargo liner type of vessel maintained in regular operation on specific trade routes. This type also lends itself to defense purposes. Conversion and construction activities should therefore be directed toward this type. Vessels of such character, especially of diesel power, lend themselves to American genius in organization and labor-saving operation. Cargo liner services are those which contribute most substantially to the expansion of distribution of our products abroad. Recent studies of world shipping indicate that the liner is displacing the tramp to a considerable extent. The government would serve no useful purpose, and would sustain much loss of public funds, by undertaking to maintain tramp services.

"Aside from its use in speeding the mails and its potential usefulness as a naval auxiliary, the fast passenger liner has comparatively little value. It does not carry consequential cargo and therefore is an almost negligible factor in the extension of commerce. The government serves no useful purpose in supporting a luxurious passenger service except to increase the mail facilities and to provide a reserve for possible national defense, and the requirements of this reserve can be largely fulfilled by the cargo liner type of vessel. If the naval and postal authorities determine that there is a necessity for larger and faster type ships than the cargo liner type, which shall be more adapted to passenger and mail services, then the construction and operation of such ships should be undertaken definitely upon naval and mail appropriations sufficient to cover the additional cost of construction and losses in operation chargeable to the operations of the Emergency Fleet Corp. Except on this consideration we do not favor further construction of large Atlantic types of passenger vessels. The further construction of this type of vessel means the indefinite continuation of the government in the shipping business.

"All restrictions upon railway ownership of vessels in international trade should be removed. The probable consolidation of our railways into larger systems is likely to offer a possibility of the railways undertaking to extend their transportation routes to overseas destinations. As railway rates and profits are now under regulation public interest would be fully protected. If this could be brought about it would offer an additional means for the systematic establishment of the merchant marine.

"The Emergency Fleet Corp., should be an independent entity with the general characteristics of a commercial business organization. The president of the Emergency Fleet Corp. should be selected by the President and should report to a board of directors to be appointed by the President.

"The relation of the board to the Emergency Fleet Corp. should be the same as toward private American shipping organizations."

The following is said concerning replacements:

"Trade routes cannot be established on a permanent basis unless provision be made for the gradual replacement of obsolete vessels with up-to-date equipment. A recent survey indicates that the present equipment, if proper conversions of steamers to motorships of the cargo liner type are made, is sufficient without major replacements for the next five years. After that new construction will be necessary." Such is the committee's report.

Washington Scared of Its Shadow

BY MARINE REVIEW'S OWN WASHINGTON CORRESPONDENT

IT IS clearly apparent no one in the administration party in congress is willing to strike out with any boldness on a definite policy for the management of the government fleet, or to take any responsibility just now for a scheme of liquidation. In the meantime, the operating losses of the fleet are piling up. The shipping board bureaucrats though making a show of a change in policy, are actually conducting their affairs just about the same as before. Both houses are passing the buck to the shipping board on sales policies, thus hoping to squelch for the present any pressing questions concerning the plugging up of fleet operation leakages. The Republicans in congress are afraid of the merciless criticism to be anticipated from Democrats and recalcitrant Republicans if the vessels are disposed of at prices below their nominal value.

In the meantime, the members of the shipping board are lining up their friends in both houses of congress for what might be termed a hand-to-hand fight against any legislation which would transfer to the Emergency Fleet Corp. the actual operation of the government-owned fleet. Three resolutions have been passed by the board for the divorcement of the shipping board and the Fleet corporation activities. These resolutions, on the surface at least, have earmarks of compliance with the wishes of President Coolidge, as expressed in his annual message, for complete divorcement of the two bureaucracies, as well as with the recommendations in the recent report of the President's advisory committee. The latest of these resolutions, adopted by the board on Dec. 22 and quoted below is clearly designed to keep the actual authority in its own hands.

"Resolved, that nothing herein contained shall be construed as a transfer of title or ownership of vessels, docks, or other property, real or personal, belonging to the United States; the possession and control by the Emergency Fleet Corp. of any vessels or other property delivered to it under this resolution shall be solely that of an agent with limited powers. All contracts and agreements made by the United States Shipping Board Emergency Fleet Corp. shall clearly show that the same are contracts and agreements of the shipping board. * * *"

Considerable conflict of opinion also exists as to whether the President's plan of giving over the entire operation and control of the ships to the Fleet corporation is the best solution possible. Thus the situation is more muddled than ever. The President, of course, wants a more business-like operation of the fleet, if that is possible, inasmuch as losses have been running at about $3,000,000 monthly, and it is the aim of the administration to keep the expenditures during the ensuing fiscal year within the $24,000,000 limit provided under the budget system.

President Palmer, of the Fleet corporation, in testifying before the house subcommittee on the independent offices appropriation bill said "the accident of war caused the formation of an emergency fleet, which was the reason the board was at times drawn into things that had to do with the actual operation of the vessels." T. V. O'Connor, chairman of the shipping board, testified at this hearing that 300 to 350 vessels of the fleet should be scrapped at once. He

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said he made a recommendation to this effect to the board seven or eight months ago, and that this recommendation is in the "course of preparation" to go before the board again. He said some of these vessels had good boilers and extremely bad engines, and that others had bad boilers and bad engines. He referred to the so-called "lakers," which draw 22 to over 24 feet of water. Mr. Palmer estimated the total sales value of the fleet now at about $210,000,000, but said that it was only a question of time when the values of the laid-up vessels would be eaten up by the costs of caretaking.

The select committee of the house investigating the shipping board has heard all its testimony, after being in existence since last winter. Its investigations included a "junketing" excursion to Europe. The report of this committee now is being prepared, and will be submitted at this session of congress.

Whether the Jones bill will be enacted is problematical. The bill of Senator Jones would revise laws governing the merchant marine and would provide certain aids to shipowners. This bill was referred to the senate commerce committee, of which Senator Jones is chairman. A bill making identical provisions was introduced in the house by Representative Lehlbach, Republican, of New Jersey, member of the house merchant marine and fisheries committee. The Jones measure reaffirms the established policy of the United States as embodied in the shipping act of 1920 respecting the merchant marine, providing for the seting up of routes, and a merchant fleet for national defense purposes. The name of the United States Shipping Board Emergency Fleet Corp. would be changed under this bill to the United States Fleet Corp. The stock held by the shipping board in this corporation would be transferred to the President to hold and vote. The bill would transfer the power now held by the shipping board for the maintenance, repair, operation and disposal of property to the Fleet corporation, and this also would apply on contracts and agreements relating to vessels, property and claims. Under another of the provisions of the bill, it is provided that when the board finds any lines inadequate, it will report to the President, who shall then direct the secretary of commerce to make recommendations covering the matter. Owners of vessels documented for 10 taxable years, beginning with the first taxable year ending after June 5, 1920, shall be allowed certain deductions, provided such owners have set up trust funds for investment either in the building in shipyards in the United States of new vessels, of a type approved by the board, or in the installation of internal combustion marine engines built in the United States, amounts equivalent to the war profits and excess profits taxes imposed by the revenue act of 1921 or by subsequent revenue acts, that would have been payable by such owners because of the net earnings of that vessel. Two-thirds of the cost of installation to be paid out of ordinary funds or capital of the owner. The bill also would provide that all mails of the United States shall be carried on American merchant vessels "if practicable."

Board Actually Sells a Few Ships

STUNG by the almost universal criticism of its policies, and with the hope of allaying public indignation over the tremendous inexcusable losses which are piling up, the shipping board has sold its Pacific coast to Australasia and Pacific coast to east coast of South America lines to a syndicate organized by James Rolph Jr., mayor of San Francisco. Mr. Rolph is acting on behalf of the Pacific Traders Steamship Corp., which will be organized soon in California.

The shipping board is engaged in a row with the Emergency Fleet Corp. at present over their respective powers and perquisites at the public trough, and this sale enables the board to slap the wrist of the Fleet corporation, while it is gesturing to the public at the same time.

The Rolph interests know how to run ships and their acquisition of this fleet will strengthen the American merchant marine. But the shipping board is only making motions and piecemeal policy will never save the bacon.

Five vessels of the 8800-ton type to be selected by the purchaser are involved in the sale of the South American service, with guarantee of 12 sailings per annum between the west coast of the United States and the east coast of South America, service to be maintained for a period of five consecutive years. Four vessels are involved in the sale of the service operating between the west coast of the United States and Australia and New Zealand, the purchaser agreeing to give a minimum of ten sailings per annum for a period of five years.

Low Prices Quoted

The terms of the sale are in accordance with the board's established practice in sales for guaranteed operation, calling for 25 per cent cash on delivery of the vessels, the balance of the purchase price in 10 equal annual instalments, with interest at 4¼ per cent per annum, secured by a preferred mortgage. The purchase price of the vessels on the South American service is $17.50 per deadweight ton and on the Australian service $12.50.

Under the terms laid down by the shipping board in accepting the offer steps must be taken at once for the organization of the corporation, and other terms and conditions are laid down for the protection of the interest of the government in the transaction, which it is expected will be completed within the next few months. The delivery of the first vessel on each line is to be taken not later than March 31, 1925.

Recent Sales of Ships

President Palmer of t e Emergency Fleet corporation announces the following sales of vessel tonnage:

LAKE GARSDEN, lake type cargo, 4225 deadweight tons, 2698 gross tons, for $71,000 cash to the Lykes Bros. Steamship Co.

ALLENTOWN, steel tank steamer, 7057 deadweight tons, 4908 gross tons, for $88,212.50 cash under agreement to convert the vessel to diesel engine propulsion within one year, to the Atlantic Refining Co., Philadelphia.

LIO, steel tanker, 10,250 deadweight tons, 7,245 gross tons, sold Nov. 12 for $153,750 cash consideration and obligation to convert ship to diesel propulsion, to the General Petroleum Corp., San Francisco.

LAKE SAVUS, lake-type cargo, 4225 deadweight ton, 2689 gross tons, sold for $57,820 cash to the Clyde Steamship Co.

LAKE FARMINGDALE, lake-type cargo, 4155 deadweight tons, 2642 gross tons, sold for $60,000 cash to the Cadwalleder-Gibson Lumber Co., Manila, P. I. It is understood that the LAKE FARMINGDALE will be used in the Philippine inter-island trade.

BIRAN, steel cargo, 4755 deadweight tons, 2873 gross tons, sold Nov. 18 for $101,920, to the A. H. Bull Steamship Co., New York.

HANNAWA, steel cargo, 11,724 deadweight tons, 7582 gross tons, sold Nov. 18 for $344,000, to the Columbia Pacific Shipping Co., Portland, Oreg.

PRESIDENT ARTHUR, ex-enemy combination passenger and cargo, 10,500 deadweight tons, 10,421 gross tons, sold for $60,000 cash, coupled with obligation to recondition vessel within six months to extent necessary to obtain American Bureau classification and steamboat inspection certificate, to the American Palestine Line, Inc., New York.

LAKE FLOVILLA, lake type cargo, 4165 deadweight tons, 2592 gross tons.

LAKE FARISTELL, lake type cargo, 4165 deadweight tons, 2624 gross tons.

LAKE FRESCO, lake type cargo, 4165 deadweight tons, 2622 gross tons.

LAKE FROHNA, lake type cargo, 4165 deadweight tons, 2616 gross tons.

The four vessels above were built by the American Shipbuilding Co., between February and July, 1919. They have a load draft of 24 feet 4½ inches and are among the group of lakers placed in class E, and of which the shipping board has a total of 167. The sale of these four vessels to the McDougall Terminal Warehouse Co., Duluth, for use on the Great Lakes, for the lump sum of $100,000, payable cash on delivery, was approved by the shipping board about the middle of January. The buyers agree to spend $60,00 per ship.

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Orders River Steamer and 34 Barges

The Carnegie Steel Co., Pittsburgh, is adding another steamboat to its river fleet and is increasing its fleet of barges from 221 to 255, a contract for 34 having been awarded the American Bridge Co. The contract for constructing the machinery and boilers for the boat has been awarded the Federal Shipbuilding Co., Kearny, N. J., and the American Bridge Co., will construct the hull at its Ambridge, Pa., boat yard. After the hull is completed, it will be towed to the marine ways of the Carnegie company at Coal Valley, Monongahela river, where the machinery and boilers will be installed and the general equipment added. The new boat will run in the Pittsburgh, Mingo Junction and Bellaire, O., towing trade.

The dimensions of the boat are length on deck, 171 feet 10¼ inches; length overall, 200 feet 1¼ inches; molded width, 38 feet 10 inches; width overall, 39 feet 11½ inches; depth of hull, 6 feet 4½ inches. The size of the wheel will be length, 26 feet 6 inches; diameter 24 feet, while there will be 16 buckets with a width of 38 inches. The engines of the twin tandem compound type will be 18 and 36-inch bore and 8½-foot stroke. The boat will be equipped with five boilers, each 40 inches in diameter, 28 feet long, while the diameter of the two flues will be 15 inches each. It will have the latest known river steamboat improvements on board.

Shipping Board Fleet To Have Radio Compasses

Following the thorough test of the Kolster type radio compass on board a few of its ships, the shipping board has issued orders to the Federal Telegraph Co. for the installation of these compasses on the entire fleet of 16 passenger ships on both the Atlantic and Pacifics oceans.

The LEVIATHAN having pioneered the way for the United States Lines, in the use of the radio compass in transatlantic service, the steamships PRESIDENT HARDING, PRESIDENT ROOSEVELT, GEORGE WASHINGTON and AMERICA are now to follow. These ships, plying between New York and Europe, will doubtlessly make great use of the radio compass in the New England fog banks during the coming winter.

The Munson Line ships plying between New York and South America are the other Atlantic group to be fitted with the Kolster radio compass. This group includes the steamships PAN AMERICA, WESTERN WORLD, SOUTHERN CROSS and AMERICAN LEGION.

On the Pacific, the PRESIDENT JACKSON of the Admiral Oriental Line is already equipped and the PRESIDENT JEFFERSON, PRESIDENT GRANT and PRESIDENT MADISON are to be equipped as they arrive in port. These ships ply between Seattle and the Orient.

The PRESIDENT CLEVELAND of the Pacific Mail was the most recent liner to be equipped with this navigational aid.

In conjunction with the radio compass installations on shipboard, 14 new radio fog signaling stations, otherwise known as radio beacons, on shore and on lighthouses are to be installed by the bureau of lighthouses as follows: Six on the Great Lakes, two more on the Atlantic in addition to eight already in operation there, two on the gulf coast and four more on the Pacific coast in addition to the four now in operation. This progressive move should greatly aid in safeguarding shipping.

From the Editor's Mail

Editor, MARINE REVIEW.

With reference to your recent request for a communication to be published in MARINE REVIEW on the results of the Third National Radio conference, I take pleasure in forwarding you the following:

The Third National Radio conference called by Herbert Hoover, secretary of commerce, convened in Washington recently. The purpose for which it was called and the deliberations of the conference are reported in a publication of the department of commerce entitled "Recommendations for Regulation of Radio Adopted by the Third National Radio Conference".

The work of the conference was allocated to seven subcommittees, two of which dealt with matters of direct concern to marine interests. Subcommittee No. 1 dealt with the general allocation of frequency or wave length bands to the various radio services, and Subcommittee No. 4 dealt with the general problems of marine radio communication. I served on both of these committees. In Committee No. 1 it was decided to give the broadcasting service the complete range of wave lengths from 200 to 545 meters. This means the giving up on the part of the marine service of the 300 meter and 450 meter wave lengths in order to reduce interference with broadcasting.

The 600 meter wave length which, in the past, has been practically the standard wave length for marine communication except for long distance Cw. equipment (Federal arc and tube), was reserved for calling and distress purposes. Three additional marine working wave lengths of 660 meters, 731 meters, and 875 meters were allocated for ship-to-shore and ship-to-ship communication, with the provision that ships on 705 meters be transferred to the above wave length within a reasonable time.

The wave lengths of 1052 meters to 1276 meters were allocated for marine radiotelephony. This allocation was intended to promote the development of this form of communication, which is not in practical use at this time, and was tentative only.

The wave lengths of 800 meters and 1000 meters were reserved, as at previous conferences, for radio compass and radio beacon operation, respectively. To prevent interference with these extremely important services, adequate guard bands were provided on each side of these two wave lengths.

It was recommended that the wave lengths of 1620 meters be used for ice patrol broadcasting and for other navigational aid messages. In order to permit ships to enter the new field of extremely short wave lengths, a band from 109 to 120 meters was further reserved for marine and other mobile service.

From the above, you will see that the net result of the conference, so far as marine interests are concerned, was the reduction of interference with the increasingly important broadcasting service, the allocation of additional wave lengths to reduce radio traffic congestion, particularly on the Atlantic coast, and the encouragement of the more recent radio inventions for ship use.

Particularly gratifying to shipping men was the recognition of the growing importance of the radio beacon or fog signal service of the Bureau of lighthouses. This, coupled with the recent announcement of the bureau to establish some fifteen additional fog signal stations on the Pacific coast, Great Lakes, Atlantic coast and Gulf, has resulted, we find, in increased interest in Kolster radio compass for ship use.

The conference also sustained the present practice of handling free radio position reports but recommended that the transmission of these reports be reduced to a minimum to avoid interference with broadcasting.

ELLERY W. STONE, President,
Federal Telegraph Co.,
San Francisco

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Why Diesel Ships Can Make Money

Facts Which the Owner or Operator Should Take Into Account in Deciding on Type of Power for New Vessels

ALL shipowners and operators may not yet be of unanimous opinion with regard to the advantages of the internal combustion engine for merchant vessels. Not a single owner or operator can today, however, ignore the strides made in the use of this type of power. Any information which is useful in formulating an opinion ought, therefore, to be of real interest. Whenever the question comes up of deciding on the type of power to be used, the best judgment will surely be exercised by those who are open minded and thoroughly informed. The nontechnical owner or operator must depend on engineering facts and data first as interpreted for him by the trained and competent engineer, that is, in connection with correct engineering principles and the worth of special technical features of design and performance. But in a very real and practical way a certain perspective may be gained by the nontechnical owner or operator by familiarizing himself with what has been done, in other words by a review of the performance in service of the latest vessels of the merchant marine equipped with this kind of power. For this reason, brief particulars and performance data of 11 distinctive recent American vessels built or converted to diesel drive are given in this article. The service of each such vessel is also mentioned. From this group, it will be possible to see at a glance for what types of craft and what services the diesel engine or diesel engine and electric drive have already been found suitable. Besides the outstanding feature of low fuel consumption which may be said to reduce the total operating cost of a medium sized ocean freighter from 18 to 21 per cent other advantages, not so often mentioned, result on account of this low fuel consumption. For instance, there is the chance to turn that portion of the deadweight needed in a steamship for fuel, into revenue bringing cargo deadweight. And when the average density of the cargo of-

MOTORSHIP SEEKONK

Single screw steel freighter, converted from steam drive, commissioned, November, 1923. Owners, William Cramp & Sons Ship & Engine Building Co., Converted by same.

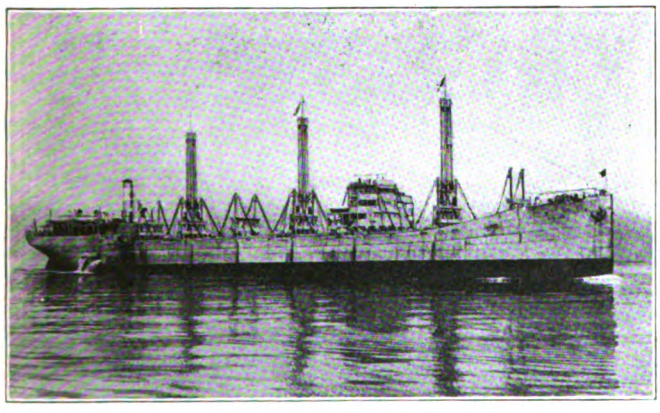
Hull

L. O. A., ft., in.	401 ⅜
L. B. P., ft., in.	390 0
Beam, ft., in.	54 0
Draft loaded, ft., in.	24 4 11/16
Gross tonnage	4998
Deadweight tons	7690
Speed in knots	10

Engine

Built by	Wm. Cramp & Sons S. & E. B. Co.
Name:	Cramp Burmeister & Wain
Type:	Four cycle, single acting.
No. of cylinders:	Six.
Bore, in.	29½
Stroke, in.	59
I. H. P.	2300
B. H. P.	1800
R. P. M.	85

Auxiliaries: All, both deck and engine room, electric drive.
Average fuel consumption in tons per day at sea, 7.50.
Average fuel consumption in tons per day in port, 0.70.
Operated by the United American Lines in intercoastal trade.



MOTORSHIP CUBORE

Single screw, steel hull ore carrier. Built as motorship. Engine rebuilt and vessel recommissioned February, 1924. Owners, Ore Steamship Corporation. Built by Bethlehem Shipbuilding Corp.

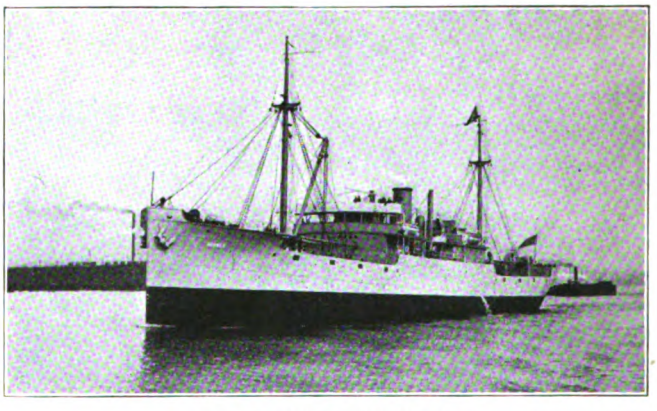
Hull

L. O. A., ft., in.	468 2⅝
L. B. P., ft., in.	450 7
Beam, ft., in.	57 0
Draft loaded, ft., in.	27 ¾
Gross tonnage	6981
Deadweight tons	11,000
Speed in knots	10¼

Engine

Built by	B. S. B. Corp.
Name:	Bethlehem oil engine.
Type:	Two cycle single acting.
No. of Cylinders:	Six.
Bore, ins.	26
Stroke, in.	48
I. H. P.	3400
B. H. P.	2450
R. P. M.	100

Auxiliaries: All both deck and engine room, electric drive.
Average fuel consumption in tons per day at seat, 12.05.
Average fuel consumption in tons per day in port, 0.57.
Operated by the Ore Steamship Corp. between Baltimore and Chile through the Panama canal carrying ore.



MOTORSHIP ASHBEE

Single screw steel freighter. Converted from steam drive. Commissioned March, 1924. Owners: New York Shipbuilding Co. Work done by New York Shipbuilding Co.

Hull

L. O. A., ft., in.	346 6
L. B. P., ft., in.	334 6
Beam, ft., in.	48 0
Draft loaded, ft., in.	22 5½
Gross tonnage	3532
Deadweight tons	5600
Speed in knots	10¼

Engine

Built by	New York Shipbuilding Co.
Name:	New York Werkspoor.
Type:	Four cycle single acting.
No. of cylinders:	Six.
Bore, in.	27
Stroke, in.	47
I. H. P.	2000
B. H. P.	1540
R. P. M.	110

Auxiliaries: Deck, steam driven. Engine room; part steam and part electric.
Average fuel consumption in tons per day at sea, 7.09.
Average fuel consumption in tons per day in port, 1.35.
Operated by the Grace Line in service between New York and the West Coast of South America.

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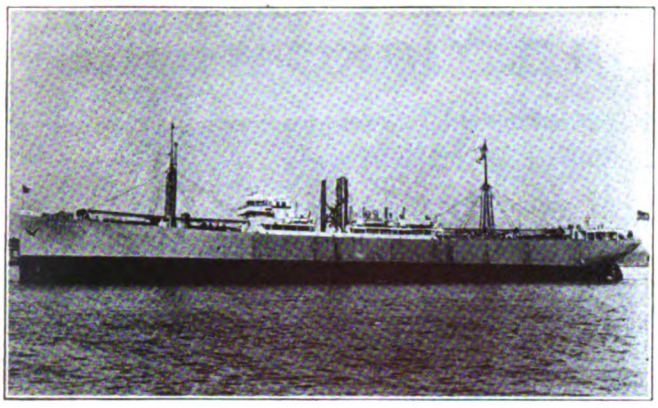


MOTORSHIP CHALLENGER

Single screw steel freighter, converted from steam drive. Commissioned, February, 1924. Owners, Sun Shipbuilding & Dry Dock Co. Work done by Sun Shipbuilding & Dry Dock Co.

Hull		Engine	
L. O. A., ft., in.	428 6	Built by	Sun S. Dry Dock Co.
L. B. P., ft., in.	410 0	Name:	Sun Doxford.
Beam, ft., in.	56 0	Type:	Two cycle opposed piston.
Draft, loaded, ft., in.	30 6	No. of Cylinders:	Four.
Gross tonnage	7590	Bore, in.	22¾
Deadweight, tons	11,620	Stroke, in.	45½
Speed in knots	10	I. H. P.	3200 to 3600
		B. H. P.	2740 to 3060
		R. P. M.	77 to 90

Auxiliaries: All, both deck and engine room electric drive.
Average fuel consumed at seat in tons per day, 12.
Average fuel consumed in port in tons per day, 1 1/3.
Operated by the Isthmian Steamship lines in round the world service.

MOTORSHIP SUPHENCO

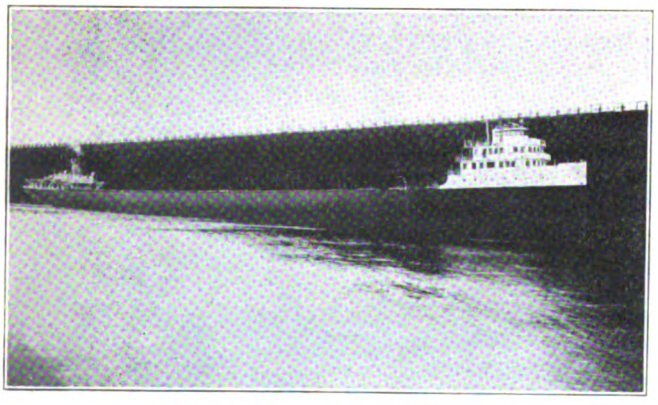
Single screw steel freighter, built as a motorship, commissioned September, 1923. Owners, Transmarine Lines. Built by Submarine Boat Corp.

Hull		Engine	
L. O. A., ft., in.	335 6	Built by	James Craig Engine Works.
L. B. P., ft., in.	324 0	Name:	Craig Diesel Engine.
Beam, ft., in.	46 0	Type:	Four cycle, single acting.
Draft, loaded, ft., in.	22 11 13/16	No. of cylinders:	Six.
Gross tonnage	3545	Bore, in.	30
Deadweight tons	5350	Stroke, in.	48
Speed in knots	10	I. H. P.	2500
		B. H. P.	1800
		R. P. M.	100

Auxiliaries: All, both deck and engine room, electric drive.
Average fuel consumption in tons per day at sea, 4.60.
Average fuel consumption in tons per day in port, 0.60.
Operated by the Transmarine Lines in the Port Newark to Gulf service, general cargo.

fered does not permit of loading down to the marks, fuel in excess of that needed for the diesel ship's own use, may be carried as cargo and sold at port of call or point of destination if fuel there is scarce and prices high. This has been done in some instances particularly by Scandinavian diesel vessels trading between Europe and the west coast of the United States where fuel is cheap. Instances have been reported where some of these ships have sold enough excess oil fuel on return to home ports to pay for all of the fuel that they used for their own purposes, thus eliminating altogether any fuel costs. These of course are exceptional cases but they do point to the value to the shipowner and operator of the considerable extra useful deadweight available in a diesel ship on account of low fuel consumption.

In regard to the merits of different types of diesel engines, it may be said that as far as the steamship owner is concerned he would do best to depend upon reliable unbiased techni-

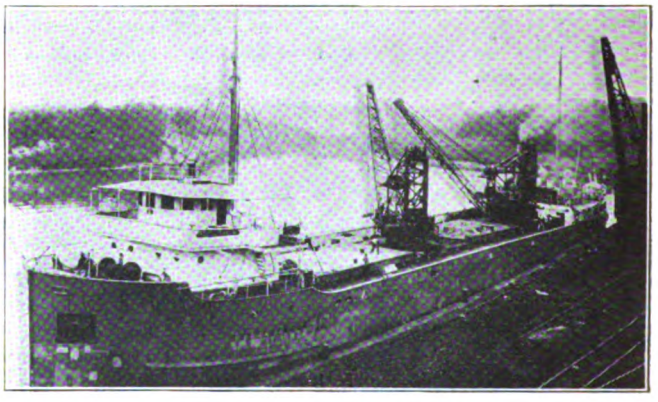


MOTORSHIP HENRY FORD II

Single screw, steel hull, Great Lakes freighter. Built as a motorship and commissioned in June, 1924. Owners, Ford Motor Co. Builders, American Shipbuilding Co. Sister ship, BENSON FORD, commissioned in July, 1924. Builders, the Great Lakes Engineering Works.

Hull		Engine	
L. O. A., ft., in.	612 0	Built by	Sun Shipbuilding & Dry Dock Co.
L. B. P., ft., in.	586 0	Name:	Sun Doxford.
Beam, ft., in.	62 0	Type:	Two cycle, opposed piston s. a.
Draft, loaded, ft., in.	20 0	No. of cylinders:	Four.
Gross tonnage	8626	Bore, in.	23½
Deadweight tons	12,000	Stroke, in.	45½
Service speed loaded in statute miles per hour, 13.		I. H. P. about	3550
		B. H. P.	3000
		R. P. M.	85

Auxiliaries: All, both deck and engine room are electric drive, furnished by the General Electric Co.
Average fuel consumption in tons per day at sea estimated, 12.
Average fuel consumption in tons per day in port, estimated, 1 1/3.
Operated by the Ford Motor Co. in service on the Great Lakes carrying cargoes of lumber, ore and coal.



MOTORSHIP STEELMOTOR

Single screw, steel hull freighter for lakes and ocean. Built as a motorship. Commissioned June, 1923. Sister ship STEELVENDOR, commissioned in July, 1923. Owners, Isthmian Steamship Lines. Built by Federal Shipbuilding Co.

Hull		Engine	
L. O. A., ft., in.	258 3⅛	One:	McIntosh & Seymour.
L. B. P., ft., in.	250 0	Type:	Four cycle, single acting.
Beam, ft., in.	42 9	No. of cylinders:	Six.
Draft, loaded, ft., in.	20 0	Bore, in.,	22
Gross tonnage	1695	Stroke, in.	32
Deadweight tons	2717	I. H. P.	960
Speed in knots	8½	B. H. P.	750
		R. P. M.	135

Auxiliaries: Deck and engine room, electric drive.
Several pumps steam and compressed air drive.
Average fuel consumption in tons per day at sea, 4¼.
Average fuel consumption in tons per day in port, 0.57.
Operated by Isthmian Steamship Lines, in service on the Great Lakes and the St. Lawrence, or in the Gulf service, Mobile, Houston and Galveston.

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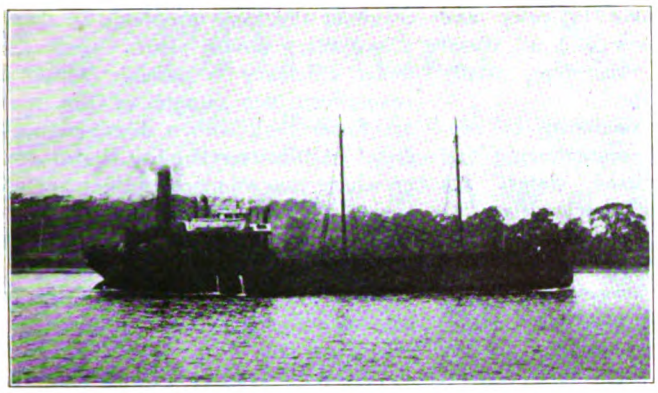


MOTORSHIP PINTHIS

Single screw steel tanker, recommissioned July, 1924. Owners: New England Oil Refining Co. Work done by Newport News Shipbuilding and Drydock Co.

Hull

L. O. A., ft., in.	216 7
L. B. P., ft., in.	208 0
Beam, ft., in.	35 6
Draft loaded, ft., in.	15 3
Gross tonnage	1111
Deadweight tons	1750
Speed in knots	8½

Engine

Built by Pacific Diesel Engine Co.
Name: Pacific Werkspoor.
Type: Four cycle single acting.
No. of cylinders: Six.

Bore, in.	16½
Stroke, in.	23⅝
I. H. P.	670
B. H. P.	525
R. P. M.	190

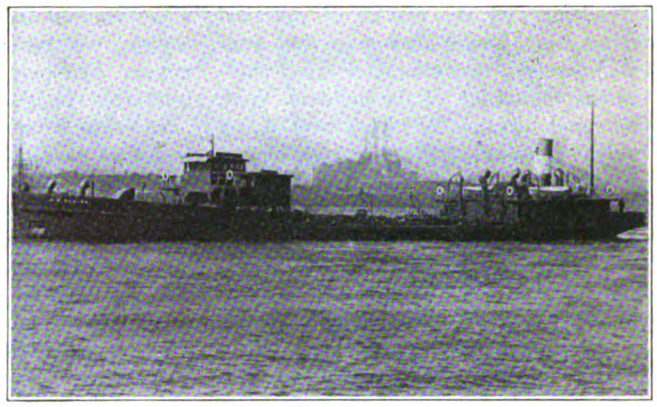
Auxiliaries: All, both deck and engine room steam drive.

Average fuel consumption in tons per day at sea, 3.4.

Average fuel consumption in tons per day in port, 2.5.

Operated by C. D. Mallory & Co., Inc., in feeder service out of Fall River.

The tanker motorship PINTHIS is not intended for long ocean voyages but is used to carry the products of petroleum from the main depot or storage tanks in Fall River to all points accessible by water within a reasonable radius. It has been found that for this kind of special service the self-propelled tanker is superior in seaworthiness and speed to nonpowered barges moved by tug boats. With the fuel economies of diesel engine drive such a vessel will operate at less cost than barges towed by steam tugs.



DIESEL ELECTRIC TANKER J. H. SENIOR

Single screw, steel hull, oil tanker. Built as diesel electric tanker, commissioned March, 1924. Owners, Standard Oil Co., of New Jersey. Built by Newport News Shipbuilding & Drydock Co.

Hull

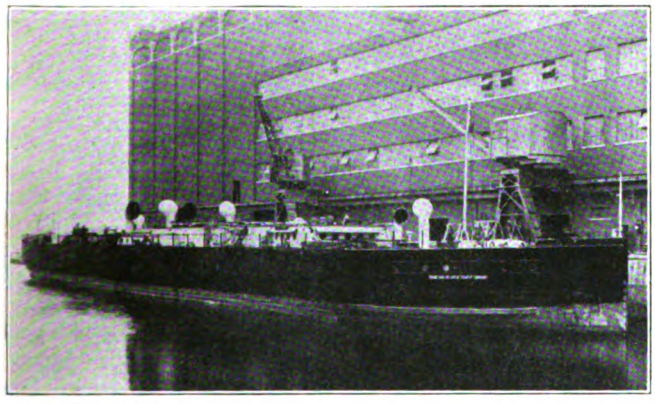
L. O. A., ft., in.	220 2
L. B. P., ft., in.	210 0
Beam, ft., in.	38 0
Draft loaded, ft., in.	13 0
Gross tonnage	1155
Deadweight tons	1600
Speed in knots	8½

Engines

Two: McIntosh & Seymour.
Type: Four cycle, nonreversible s. a.
No. of cylinders, each engine: Six.
Bore, in. 13
Stroke, in. 18
I. H. P. 440
B. H. P. 350
R. P. M. 100
Each engine is direct connected to one 185 k. w. 115 v. direct current generator. One direct current motor of 450 H. P. 230 v. 100 R. P. M. is direct connected to propeller. Electrical equipment furnished by Westinghouse.

Auxiliaries: All, both deck and engine room, electric drive.
Average fuel consumption in tons per day at sea, 3.15.
Average fuel consumption in tons per day in port working cargo, 1.37.
Average fuel consumption in tons per day in port laid up, 0.28.
Operated by the Standard Oil Co. of New Jersey in service out of Baltimore on Chesapeake bay and to Richmond and Washington on the James and Potomac rivers.

The J. H. SENIOR has demonstrated that the electric drive gives utmost flexibility in operation. This is particularly important in running in narrow and restricted waters such as rivers.



DIESEL ELECTRIC VESSEL, TWIN PORTS

Twin screw-steel hull, refrigerated and general cargo carrier. Commissioned Sept. and Oct., 1923. Built as diesel-electric freighter for Atlantic coast, barge canal and lakes. Owners, McDougall Terminal Warehouse Co. Built by Great Lakes Engineering Works.

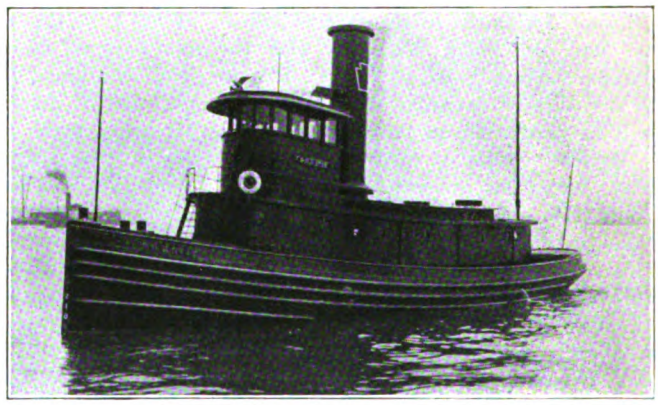
Hull

L. O. A., ft., in.	258 0
L. B. P., ft., in.	
Beam, ft., in.	42 0
Draft loaded	
Canal	12 0
At sea	16 0
Gross tonnage	1460
Deadweight tonnage, net	
Canal	1500
At sea	2600
Speed, Stat. miles per hr.	10

Engines

Two for each vessel, built by Lombard Governor Co.
Name: Lombard diesel oil engine.
Type: Four cycle single acting.
No. of Cylinders: Six.
Bore, in. 13
Stroke, in. 19½
I. H. P. 450
B. H. P. 375
R. P. M. 260
Each engine direct connected to one 250 k. w. 230 v. direct current generator. Current delivered to two direct current motors of 250 horsepower and 230 v. each. Each motor direct connected to a propeller.
Electrical equipment by General Electric Co.

Auxiliaries: All, both deck and engine room, electric drive.
Average fuel consumption in tons per day at sea, 3.50.
Average fuel consumption in tons per day in port, 0.31.
Operated by the Minnesota-Atlantic Transit Co., on the Hudson river, barge canal, Great Lakes. Service in winter contemplated between West Indies and Miami. Sister ship—TWIN CITIES.



DIESEL ELECTRIC TUG P. R. 16

Single screw, steel hull, built as diesel electric tug commissioned August, 1924. Owners, Pennsylvania railroad. Built by the Staten Island Shipbuilding Co.

Hull

L. O. A., ft., in.	105 0
Beam, ft., in.	24 0
Draft, ft., in.	12 6
Displacement in tons	347

Speed running free, in statute miles, 13.5.
Speed towing with a pull of 15,180 pounds stress on tow line, in statutes miles, 6.36.

Engines

Two, built by Winton Engine Works.
Name: Winton Diesel Engine.
Type: Four cycle, single acting.
No. of cylinders: Six.
Bore in. 13¼
Stroke, in. 18
I. H. P. 575
B. H. P. 375
R. P. M. 260
Each engine is direct connected to a direct current generator of 235 k. w. at 250 v. Generators, operating in series, furnish current to a direct current motor of double armature type, of 575 H. P. at 500 v. and 125 r. p. m. Electric equipment furnished by Westinghouse Electric & Mfg. Co.

Auxiliaries: All, both deck and engine room, electric drive.
Average fuel consumption for eight hours service in gallons, about 215.
Operated around New York harbor by the Pennsylvania as a "float" tug, that is in assembling and towing car floats and barges from rail terminals to distant piers.

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cal advice and the results of practical tests. He should also give due consideration to the character and engineering reputation of the builders. With the rapid advance of the art of diesel engine building it is now possible to choose any one of four systems, the 4-cycle single acting, the 2-cycle single acting, the 4-cycle double acting and the 2-cycle double acting. Of these four systems, the first and second have been in general and satisfactory use. Recent developments of a practical nature indicates that the double acting type will receive favorable consideration particularly in larger units for marine installations. The application of the double-acting principle means a substantial reduction in price and weight per horsepower and all diesel engine builders are, therefore, vitally interested in this type.

In vessels where flexibility of control and facility for maneuvering and navigating in restricted waters are prime essentials, the electric drive has been found to be most satisfactory. For large powers, the electric drive might also be favored in harnessing up the combined power of a number of smaller fairly high-speed engines. In an electric drive, light high-speed engines connected to generators, always turning in the same direction with a uniform eveness of torque, reduce the diesel problem in such an installation to about the same problems as that of a stationary power plant. Greater propeller efficiency is possible where the revolutions per minute of the motor are lower than with a direct-connected diesel. Ultimate reliability is also greater where two or more engines are used to generate power as the breakdown of one or more will not completely cripple the vessel as long as enough current can be generated to turn the motor at sufficient speed to give steering way.

The accompanying illustrations show specifically the type of diesel and diesel electric vessels which have been built or converted from existing steam vessels recently in the United States.

Standards Committee Makes Progress

CO-OPERATION with other countries in simplification of practice in shipbuilding, ship operation and allied industries is the policy being undertaken by the executive board of the American Marine Standards committee, it was pointed out at the annual mass meeting of the committee at the department of commerce Jan. 21, which brought together representatives of practically every shipbuilding, equipping or operating interest in the country. It was disclosed that several plans for simplifying equipment in the marine industry now are being taken up with the standardization body of Great Britain before further decisions on these items will be announced in this country.

Member bodies of the American Marine Standards committee comprise about 170 organizations and corporations in the eastern district, 20 in the Great Lakes district, and 15 in the Pacific coast district, banded together in an effort to develop simplification and standardizations which may increase efficiency and decrease expenses of American ship construction, equipment and operation.

Col. E. A. Simmons, president of the American Marine association, New York, who is chairman of the executive board, announcing that two standards recommended by subject committees had been adopted, pointed out that the board is seeking to internationalize standards so that ships in foreign ports when in need of repairs can get the items needed for those repairs and turn back as expeditiously as possible. Efforts of the board are directed at finding out what is being done by marine standardizing agencies in Great Britain, Germany and other lands. Several items have been submitted to the board, which will be taken up at once with the standardization body of Great Britain before they are promulgated as standards in this country. Because of the tremendous cost of delays to ships in ports, he said, international standards are of the utmost value.

Assistant Secretary of Commerce J. Walter Drake in addressing the meeting said simplification of variety to eliminate waste in industry is succeeding, and that it will soon be expressed in hundreds of millions of savings.

"Though the problem of simplification enters into the very warp and woof of our national fabric, it lacks sensationalism," continued Mr. Drake. "In the application of marine standardization, you are asked to be your own efficiency experts. You are asked to give your co-operation in developing the collective experience for the benefit of all. You are the best equipped for this study of marine needs. You have the broadest knowledge—a knowledge as to public relations, of governmental attitude and of other matters which would require a lifetime for others to acquire. In this co-operative and collective effort, the influence and assistance of the department of commerce and the government is at your disposal. In too many cases the effort of individuals in a group has failed because of the incompatibility of temperment which has hampered wholehearted co-operation. The department of commerce enters here to impress upon the individual its desire for a fair, disinterested study in which there may be mutual concessions, but the net result of which will be to 'bunch your hits.'

Board Members Elected

Two university professors were elected to membership on the executive board, indicating the interest in marine standardization on the part of colleges giving marine course. These professors are Dr. Charles I. Lucke, Columbia university, New York, and Dr. Herbert C. Sadler, professor of naval architecture and marine engineering, University of Michigan. Other members of the board elected are as follows: Rear Admiral J. D. Beuret, chief constructor, United States Navy; John M. Emery, manager, marine department, Delaware Lackawanna & Western railroad, Hoboken, N. J.; Homer L. Ferguson, president and general manager, Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; Hugo P. Frear, naval architect, Bethlehem Shipbuilding Corp. Ltd., Bethlehem, Pa.; Capt. R. D. Gatewood, United States Navy, Emergency Fleet Corp., New York; William Francis Gibbs, president, Gibbs Bros., Inc., New York; Robert F. Hand, assistant manager, marine department, Standard Oil Co. of New Jersey, New York; Capt. Charles A. McAllister, vice president, American Bureau of Shipping, New York; S. D. McComb, manager, Marine Office of America, New York; Capt. John F. Milliken, secretary-treasurer, Neptune association, New York; Frank C. Munson, president, Munson Steamship line, New York; E. H. Rigg, naval architect, New York Shipbuilding Corp., Camden, N. J.; Rear Admiral, J. K. Robison, chief, bureau of engineering, United States Navy; Col. E. A. Simmons, president, American Marine association, New York; Maj. Gen. H. Taylor, chief of engineers, United States army; Gen. George Uhler, supervising inspector general, United States Steamboat Inspection service.

The work of standardization undertaken by the executive board is of the utmost importance to the industry. In their respective fields the members of the committee have been well chosen.

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An Efficient Store Department

Stores Supplied in the Amount Required and of the Proper Quality Direct from Storeroom to Ship—Losses Due to Deterioration or Ordering in Excess of Needs Reduced to a Minimum

BY A. C. HUSTLER
STOREKEEPER, MATSON NAVIGATION CO.

ON June 1, 1924, the Matson Navigation Co., San Francisco started to organize a store department or the service of supply. It is called the service of supply for the reason that the store department is the medium through which all departments receive their supplies, its duty being to receive, tally, care for and disburse such materials as come under its jurisdiction.

To receive and tally means to see that the company gets what it orders as to quantity and quality. To care for means to see that perishable materials are not exposed to dampness, rust, or any other deteriorating agencies, and to keep old stock moving out first. Distribution means to see that materials are supplied where needed in such quantities as are actually required and not what is wanted, as we find that the users of material are prone to order in excess.

Next in importance comes the care of surplus, obsolete and scrap materials. These three items are very important and require constant and careful study on the part of the storekeeper in order that the material investments in these classes are kept moving. Surplus and obsolete materials are removed from ships, the ships are given the proper credit, and the value is then taken into store accounts. The surplus material is reissued to other ships on properly approved requisitions. Obsolete and scrap materials are sold to the best advantage, and the ships are likewise credited. The store organization makes it possible for the purchasing agent to request bids on supplies. It also enables him to buy such materials as boiled oil, raw oil, turpentine, and denatured alcohol in bulk, or 50-gallon containers. When this class of material is received at the storeroom it is drawn off into half-gallon, gallon and five-gallon containers, labeled and sealed, ready to be supplied on request. This also serves to reduce purchases, which in turn reduces the approving and vouchering of many purchase bills. Heretofore the vouching for receipt of materials and approval of purchase bills have been performed by the operating departments. These duties are now automaticallly assumed by the service of supply.

Other savings effected through the service of supply are: Culled dishes turned in from passenger ships are reissued to freight ships; old carpets turned in from passenger ships are made into carpet rugs at a small cost; empty bottles returned are sold; empty coal sacks are returned for credit; empty containers such as oil barrels and others, which the company is charged for, are returned for credit.

It is a fact that the general users of supplies lose sight of the money values these represent. We see a piece of material which meant an original expenditure of, say $10.00, lying around unused. In most cases the average employe is prone to pass it by with little or no thought as to the actual cash value involved. On the other hand if a ten-dollar bill lay there in the place of the material, he would at once recover it and return it to the company's treasury.

The time has come when we should all educate ourselves fully to realize that supplies represent actual cash and should be conserved to the fullest extent. Money in the treasury is zealously guarded, but when converted into materials and supplies is not given the same thought or care. Material is money in another form, the chief difference being that one depreciates and becomes obsolete, while the other does not.

EVERYTHING FROM PILLOWCASES TO PEACHES IS SUPPLIED TO THE 15 SHIPS OF THE MATSON NAVIGATION CO., SAN FRANCISCO, BY THE MATSON LINE'S STOREROOM, AT ITS DOCKS, PIERS 30 AND 32. THE STOREKEEPER, A. C. HUSTLER, IS SEEN AT THE RIGHT, CHECKING A REQUISITION FOR A BIG MATSON PASSENGER SHIP

The ORANGI is the first large diesel passenger liner to be equipped with a Sperry gyroscopic compass and steering device. The ORANGI sailed from Southampton Jan. 2 on her maiden voyage to Vancouver, B. C., where she will enter the service of the Canadian-Australasian Royal Mail line between Vancouver and Australia. This new motorship is 600 feet in length, 72 feet beam, with a registered tonnage of 18,500. She is equipped with four sets of engines, each developing 3250 horsepower at 125 revolutions and has a speed of 18 knots. The fuel consumption of the ORANGI is said to be approximately 60 per cent less than would be used by an oil burning ship of the same size.

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Late Decisions in Maritime Law

Legal Tips for Shipowners and Officers

Specially Compiled for Marine Review

By Harry Bowne Skillman

Attorney at Law

ONE making advances to a charterer without inquiry as to ownership or charter is not entitled to a lien therefor where, by the terms of the charter, the charterer was without authority to bind the vessel therefor, as could have been ascertained by reasonable diligence.—HOXIE, 291 *Federal Reporter* 599.

* * *

"The courts are accustomed to consider seamen as peculiarly entitled to their protection, and contracts for their services will not be construed with the strictness which obtains at common law. The courts will scrutinize these contracts closely to ascertain whether any imposition is made on the seamen, and any obscurity, uncertainty, or ambiguity will be resolved in favor of the seamen and against the master; and it is only when a given stipulation of their general contract of employment signifies such improvidence or ignorance on the part of the seamen as to make its enforcement unreasonable, or is such as contravenes a settled policy of the law maritime, that it will be considered void or without obligatory force."—McDonald v. United States, 292 *Federal Reporter* 593.

* * *

Under section 4526 of the United States revised statutes, terminating wages of seamen when service terminates by reason of loss of the vessel, seizure of a vessel by a British naval vessel as a prize terminates right to wages, though the vessel was subsequently released to her owners.—EDNA, 292 *Federal Reporter* 640.

* * *

It was decided in the case of SINALOA, 292 *Federal Reporter* 640, that where sailors were subjected to abuse, and one was assaulted by a mate, by orders of the captain, and he and another were ordered from the ship in a foreign port, whereupon they and others left to consult the vice consul of their country, and the vessel sailed without any signal or notification, wages were recoverable, and the assaulted seaman was entitled to recover for the assault.

* * *

The provision of ship mortgage act, section 30, requiring endorsement on the ship's documents of provisions of the mortgages relating to other property included, therein, are directory, it was held in the case of NANKING, 292 *Federal Reporter* 642, and the failure to make such endorsement respecting other property pledged for the mortgage debt does not render the mortgage void.

* * *

Under section 4236 of the revised statutes of the United States, providing that the master of a vessel bound to a port situate upon waters which are the boundary between two states may employ any pilot duly licensed or authorized by the laws of either of the states bounded on such waters, such waters must be in a real and substantial way the boundary between two jurisdictions. Such statute, it was held in the case of SWIFT ARROW, 292 *Federal Reporter* 651, does not apply to a port in Massachusetts situated on the waters of Narragansett bay; the boundary between Massachusetts and Rhode Island there being an arbitrary line, crossing waters of the bay or its branches at certain places, but having no relation to such waters as a boundary. It was further held that a pilot's offer of his services need not be made within the territorial waters of his state or port.

* * *

Provisions in a bill of lading that the carrier was not responsible for contents, weight, and quality of packages, nor breakage and fragile containers, did not relieve the ship from liability for damage resulting from negligence in stowage or in handling or care of merchandise, it was decided in the case of ISLA DE PANAY, 292 *Federal Reporter* 723. It was also held that the general rule is that, where a loss arises from an excepted peril, the ship is prima facie excused, and can only be held liable on affirmative proof that some negligence on the ship's part was the efficient cause of the loss.

* * *

If the overtaking vessel comes so close to an overtaken vessel that a sudden change of course by the latter may bring about a collision the fault is that of the overtaking vessel, as she should not have come so close without a signal. The overtaken vessel is not required to look behind before she changes her course, however abruptly. Where the fault of one vessel is gross, and fully accounts for the collision, any doubts as to the contribution of the faults of the other, if any, should be resolved in her favor, and absence of a lookout is not entitled to wait in cases where the proof is satisfactory that the vessel in fault saw the other in time to have taken every precaution it was its duty to take, and which, if taken, would have avoided the collision.—M. J. RUDOLPH, 292 *Federal Reporter* 740.

* * *

Delay in loading a cargo of coal, beyond the lay days allowed by the charter party, was not excused by delay in obtaining a necessary export license for the coal, the duty to obtain which rested on the charterer, though both parties knew of the necessity when the charter was made, where it could have been, and frequently was, obtained before the making of a charter, and it did not appear that the shipowner knew that it had not been and especially where the delay was occasioned by the persistence of the charterer in naming a consignee not acceptable to the government authorities. A charterer, who has agreed to load or unload within a fixed period of time, is answerable for nonperformance of that agreement, whatever the nature of the impediments, unless they are covered by exception in the charter party or arise through the fault of the shipowner or those for whom he is responsible.—MARPESIA, 292 *Federal Reporter* 957.

* * *

"Default," as used in a charter party binding charterers to pay demurrage for each and every day's delay caused by their default, means failure to perform whatever charterers were bound to do, without regard to how the failure came about, subject only to the doctrine of vis major, it was decided in the case of MARPESIA, 292 *Federal Reporter* 957. The court also held that in charter parties of vessels to carry cargoes of coal to a foreign port, for which export licenses were required, but which named no consignee, there can be no implied condition that charterers shall be relieved of all liability under the charters on their failure to obtain licenses to ship to a particular consignee.

* * *

Where the master of a vessel on the Great Lakes receives on board a cargo of grain loaded by the charterer, he is presumed to have known that the charterer in due course, as agent for the ship, would issue bills of lading for shipments of the grain, and the ship is bound to make right delivery in accordance with such bills of lading.—G. A. TOMLINSON, 293 *Federal Reporter* 51.

* * *

The shipowner has no lien for demurrage upon the cargo, unless such lien is given by the terms of the charter, and then only upon the cargo loaded upon the ship under the charter, in which the lien is reserved. Where the charter from owner to libelant authorized a lien on the cargo for demurrage, but the charter from libelant to shipper contained no such provision, the owner had no lien on the cargo for demurrage and payment of demurrage by the shipper to the owner was not a forced payment, which the shipper is entitled to have credited on the freight charges due libelant.—Southern Export Co. v. Bahamas-Cuban Co., 293 *Federal Reporter* 66.

* * *

It is immaterial, on the question as to whether services are salvage services, in so far as the salvor is concerned, that a contract was entered into with the underwriter.

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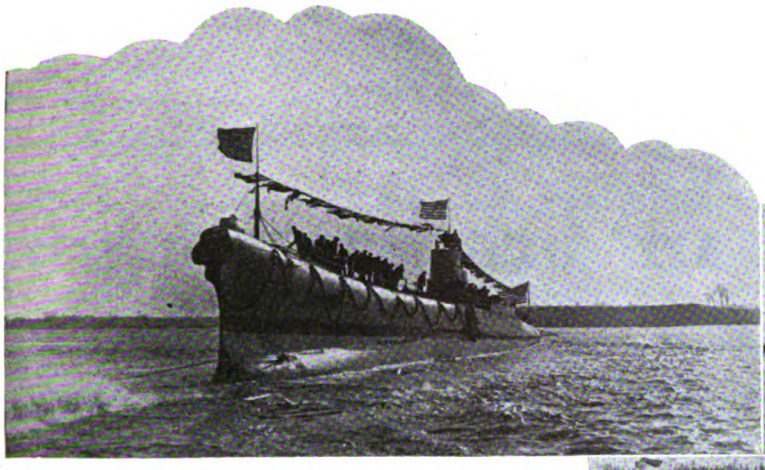
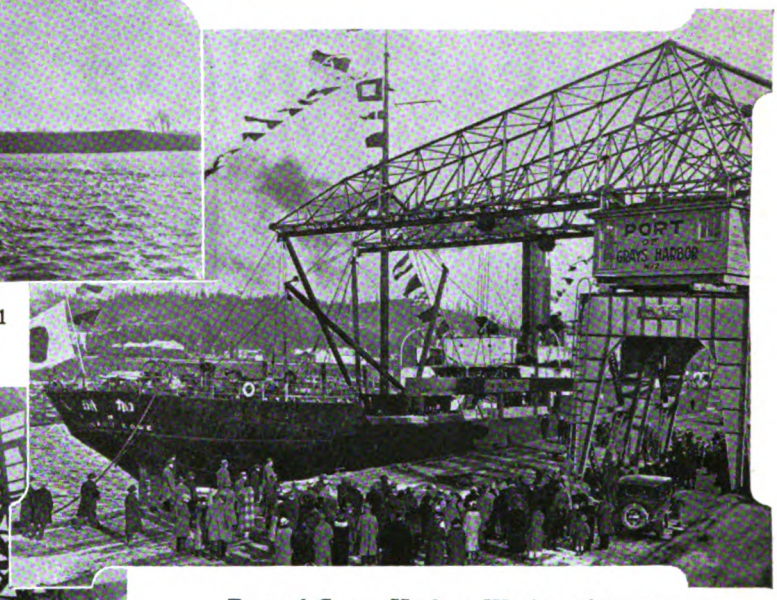
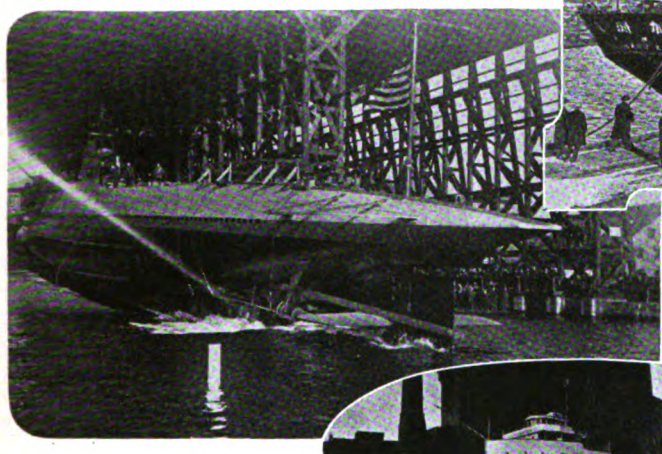
Latest Marine News in Pictures



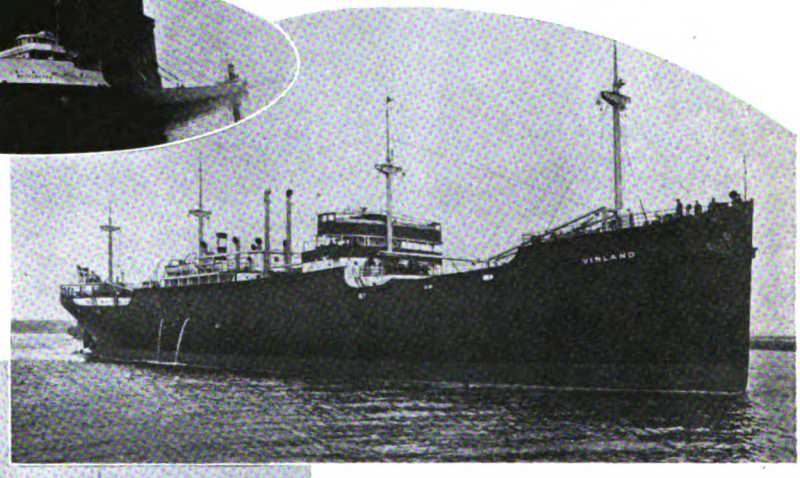
Submarine V-2 just after launching. Length 341 feet 6 inches, beam 27 feet 6⅝ inches



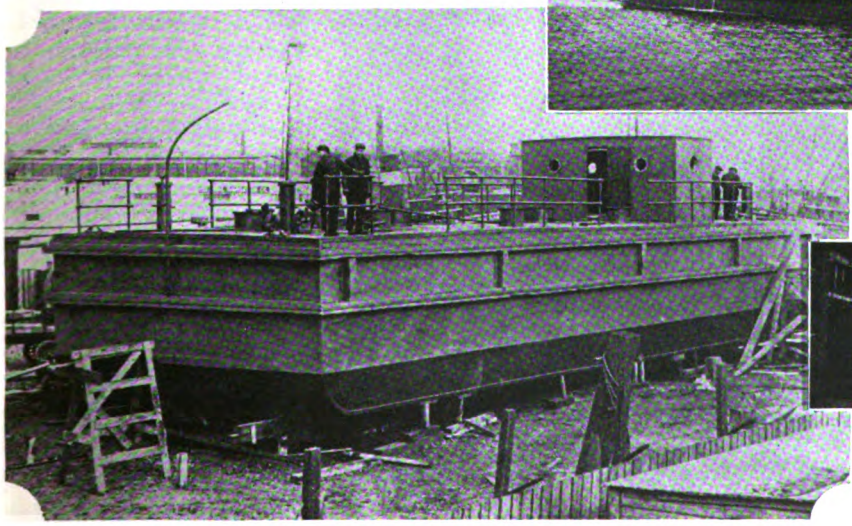
Port of Grays Harbor, Wash., celebrates, as the billionth foot of lumber, shipped in 1924 from this port by water, is swung on board S. S. Mathewston loading 380,000 bushels of wheat at So. Chicago



Submarine V-2 launched at Portsmouth N. H. navy yard on Dec. 27, 1924. Surface speed 21 knots Submerged speed 9 knots



Electric welded. Barge Independent. Providence. R. I. Not a rivet used



A 10½ knot diesel cargo ship, 7525 dwt. tons, on 23 feet 3½ inches draft. Length 367 feet, beam 53 feet 6 inches

River scene on the Milwaukee river at Milwaukee

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Dock Management Progress Section

How Successful Dock Operators Have Met Problems of Giving Best Service to Ships

Weakest Link in Transportation

BY MAJOR E. C. CHURCH
Transportation Engineer, Port of New York Authority

IT IS safe to say that the expense or the economy of any system of transportation, whether by water or by rail, depends almost solely upon the efficiency of its terminal operations. The big costs are in the terminals. The voyage of a ship, the line haul of a railroad, are respectively the cheapest forms of transportation that exist. It may also be said that once cargo is stowed in the hold of a ship or loaded in a freight car the length of the trip is no great matter.

The costs of transportation, the money required to move goods from where they are to where they are wanted, represent today a huge share of the total of human expenditure, and anything that can be done to lower them will give great benefit to business and afford much relief to living conditions. The first thing to get clearly in mind is the fact that this total cost is the sum total of a great number of separate expenses incurred between the door of the shipper and the door of the consignee wherein by far the greater part are made up of "incidentals" and terminal expenses both direct and indirect. Under "incidentals" are included the cost of labor, materials and space for packing crating and often waterproofing the marking weighing and checking of shipments and all losses from loss, theft, damage and delay. The items that go to swell the terminals account are many and varied and while distributed among the different parties to the transaction though often hidden are there just the same. As freight seldom originates on the line of the carrier it generally has to be trucked to the wharf or station. This operation in itself, if the haul be long, or what is worse if there be delay, can easily assume formidable proportions. Only recently due to lack of adequate platform space on which to receive freight at its station a certain railroad delayed trucks bringing freight a sufficient time to make the cost of that delay to the shipper equal what it cost the railroad to haul the shipments almost 400 miles. A while ago some goods were shipped from San Francisco to Brooklyn. On arrival they were taken to a warehouse. Shortly afterwards they were telegraphed for to fill a sudden demand for them on the coast. They were taken out of the warhouse and returned to the pier. The cost of trucking to and from the warehouse, absolutely neglecting all storage charges exceeded the water rate from New York back to San Francisco via the Panama canal. When goods are received by a steamship company or a railroad the costs of weighing, checking, trucking on wharf or station and loading into ship or car is often a considerable proportion of the total rate received for making the entire movement. The carriers' burden of terminal costs does not end there. The use of costly docks, or in lieu of that the item of pier rentals, the interest on idle investment and the other expenses incurred during the turnaround time of a ship in port must be added. From the railroad standpoint their terminals often represent almost half their capital investment. Engine terminal mileage on some other roads equals 40 per cent of engine road mileage. This, together with the money involved in delays to cars, especially time taken (or lost) in loading and unloading equipment makes a striking total.

MAJOR ELIHU C. CHURCH

On arrival at destina-

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tion similar losses, or expenses are incurred by the carriers as at the point of origin. Again, freight seldom ends its journey until it has been moved from the property of the carrier to that of the consignee. As an example of what this further step may mean, a shipment of grain was landed at New York on the west side of Manhattan. It was carted about four miles through the city's streets. It cost more to move it that short distance than it did to transport it three thousand miles across the Atlantic plus the marine insurance for the voyage.

Another important transportation operation remains to be considered. Railroads bring freight to tidewater where it is transferred to vessels, and ocean cargoes are unloaded and placed on cars for inland delivery. Often two such exchanges take place between the origin and destination of all imports and exports. What is the cost of such trans-shipment and how can it be kept at a minimum? It is here that the problems of port design and operation come into play.

It is not enough to say that the cars should meet the ships so that the transfer can be made directly from one to the other without any intermediate gap. Many shipping men like to work both sides of their ship simultaneously taking on and discharging half of their cargo over the off-shore side of the vessel from and to lighters. The marine operations of the lighters and the facilities for handling their cargoes to and from shore thus have added importance.

Furthermore a certain proportion of freight will always be trucked to and from the piers, while some must go into storage, or be received from warehouses where it has been accumulated.

The loading of a ship is a difficult operation that calls for skill and experience, the idea being to secure the maximum of both weight and bulk. The weights must be stowed to maintain the trim and seaworthiness of the vessel and there must be no vacant spaces unfilled than could accommodate light bulky materials.

In order to accomplish this proper loading the man charged with the task must know in advance of what his cargo is to consist. Then it must be near at hand so he can call for it and have it delivered promptly as needed.

If freight is brought to the ship in cars, there must be supporting railroad yards near by within easy and immediate access so that the cars can be delivered as wanted, according to the goods they contain and the different parts of the hold they must go into as the loading progresses.

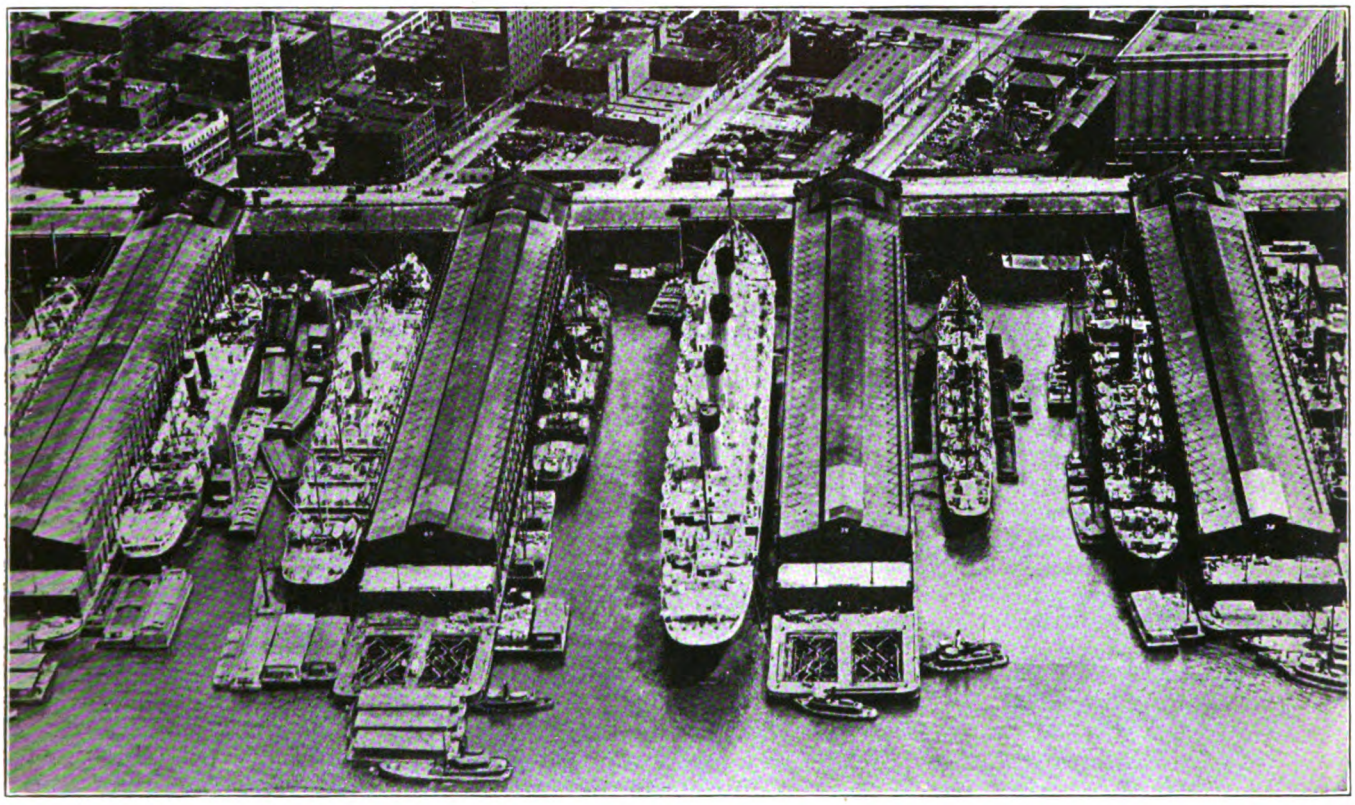
Similarly lighters with various types of cargo should be within hail so that they can come alongside as and when needed to go into the ship.

A knowledge of these considerations is necessary in order properly to consider dock and pier construction, and the various warehouses, tracks, streets and freight handling equipment that will be most advantageous.

In the early days, before harbor improvements as we now know them were undertaken, piers were built out into deep water to reach the ship and the ship tied up at the end of the pier. Later "bulkheads" or shore lines were established, and slips were dredged alongside of the piers to accommodate the vessels. Sometimes sheds were built on the piers to hold freight. The cargo was mostly handled by man power or by simple winches and tackle, horses being used to furnish the power.

The old type of narrow piers projecting out into the harbor are a heritage that has descended to plague us even to the present day. Instead of having two floors for the separate accommodation of inbound and outbound freight with truck access to each floor, many are of the one deck type where freight, trucks and men are prone to get mixed up in almost hopeless confusion. The land end, over which all trucks bringing or taking away cargo must pass is a veritable "bottle neck," and a place of constant congestion.

These piers seldom have "aprons." In other words the walls of the shed are built almost at the side of the pier instead of being placed back a sufficient



EVEN MODERN PIERS IN NEW YORK NOT SUFFICIENTLY LONG. THE STEAMSHIP OLYMPIC AND OTHER VESSELS OF THE I. M. M. AT THEIR BERTHS. NOTE TEMPORARY EXTENSIONS TO PIERS

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distance to leave an open space on which cars or trucks can be operated. However, many are not located near railroads so that cars could not be furnished even if the pier was designed to accommodate them.

Incidentally it may be well to point out at this juncture that it is generally difficult to switch cars from a waterfront belt line on to a pier at right angles to it. Tracks on a pier constitute a dead-end stub offering no opportunity to "spot" the cars where needed, nor remove or furnish particular cars as occasion may require. It often happens that these structures are not even strong enough to carry the weight of freight handling machinery.

Piers were generally placed too close together. The result was a crowded waterport of narrow piers and narrow slips with congestion afloat and ashore. Loading and unloading is slowed down, turn-around time for ships is increased and handling costs go up.

Slips Can Hardly Be Too Wide

In the newer developments the piers are built much wider. The width of the slips is also increased, but seldom enough so. A slip between piers needs room for more purposes than the mere berthing of two ships. One or both ships may be "breasted off" to accommodate coal barges between themselves and the piers. Also a ship is sure to be surrounded by lighters on her free or off-shore side. If there is not room to move lighters in and out between those clustered alongside the ships—their operation are hindered and some may be pocketed at the shore end of the slip for long periods of time.

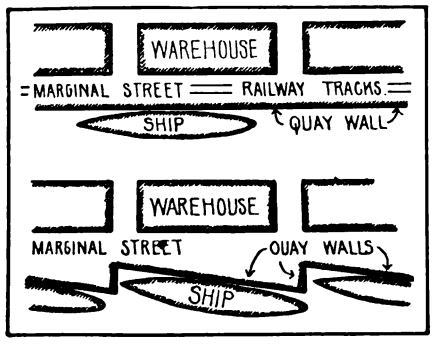
The reason for cramped quarters seems to be a desire to be able to accommodate the greatest possible number of vessels simultaneously for a given distance of waterfront. This is a mistaken idea and all wrong. The capacity of a waterfront has nothing to do with the number of ships that can be jammed into it. Crowding always reduces efficiency and increases costs. The true measure of capacity is based on the number of ships that can discharge one cargo and take on another on a given distance of waterfront in a given time.

As an example suppose one dock unit will take six ships at once but its design and facilities are such that the average turn around time is 10 days. Under these conditions eighteen ships will be severed in a month.

Compare this with another property of equal size only capable of berthing four ships at a time, but equipped so that they are able to clear again in six days after docking. Here twenty ships will be handled per month. What is still more to the point, the unproductive period of the vessels in port is far less than in the former case, and the unit cargo handling costs probably much lower.

Another type of development does away with piers entirely and ships berth "side on" to the quay wall. Much can be said for this method. It saves the cost of pier construction. It removes the objection to piers that jut out into the river or harbor and obstruct the fairway. Neither is it wasteful of waterfront space. The number of ships that can be accommodated in this manner on a given shorefront compares not unfavorable with the number that can be berthed together where wide piers and commodious slips are provided.

Instead of building a quay continuously in a straight line it is possible to



METHODS OF BERTHING AT QUAY

indent it. This may be desirable where there is considerable current running parallel to the waterfront. Such type of construction makes it easy for ships to dock or sail without concern for other vessels moored fore or aft of them.

A series of railroad tracks should parallel the bulkhead or quay. As the ships are moored "side on" to the waterfront, cars can be easily placed alongside the ships opposite whatever point may be desired. These tracks are continuous, not like the stubs placed on piers. A system of frequent switches connecting the service tracks next to the ship with adjoining belt line tracks makes possible a very satisfactory car service. It is essential that these belt-lines around the harbor connect with all the trunk line railroads serving the port. This not alone is necessary in order to reach the greatest amount of territory as directly as possible, but by giving a shipper a choice of route in many instances will, through the element of competition, do much to secure good service and fair rates.

The marginal street that carries the tracks is also available to trucks, both motor and horse drawn, while small tractors and trailers can also use it. A system of gantry or other cranes operating up and down the waterfront can concentrate their effort wherever needed.

In order to reduce the time of a ship in port it will always be necessary to accumulate more or less of the outbound cargo for her return voyage in advance of her arrival. It is also essential to have space in which to store that part of the cargo taken off the ship and not loaded on truck, car or lighter for immediate delivery or transshipment.

That calls for the services of a warehouse. Such warehouses must be so located and constructed that the cost of getting goods to and from them and between them and the ships will be as low as possible.

Supporting Warehouses Needed

A system of supporting warehouses lining the marginal way on the side opposite the ships will probably offer the most convenient facilities. If the distance between them and the quay wall be not too great the dock cranes can transfer cargo direct between ship and warehouse. Furthermore this close proximity makes it possible to use tractors and trailers to move cargo between one and the other. It goes without saying that the warehouses will be directly served by the belt line railroad.

Whenever cargo can be kept moving it should be kept moving. Transit sheds or space on the ground floor of the warehouse is needed where cargo can be conveniently placed for selection. It is necessary to classify a large production of cargo prior to loading it into the ship. It is also essential to sort, separate and inspect a great deal of inbound cargo before despatching it to its destination, and facilities for doing this must be provided.

There has been a great amount of uninformed discussion about the use of freight handling machinery. It is foolishness to casually talk of putting equipping on a pier much as one would talk of putting on a coat of paint, yet it is often done. Perhaps the proper thing to do would be to pull down the pier and erect a structure requiring an entirely different type of equipment.

In many cases the sensible thing would be to undertake a reorganization of the design and facilities of the port including the type of harbor works—the railroad service, the warehouse problem and then the operation of these as a co-ordinated whole. Piecemeal installations produce but partial results.

It is admitted that this is an age of machinery and that most of our

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WE CAN LEARN FROM THESE FOREIGN PORTS HOW TO HANDLE CARGO MORE EFFICIENTLY

(Upper left)—Southampton, England—(Upper right)—Copenhagen, Denmark—(Center left and right)—Leith, Scotland—(Lower right)—Leith, Scotland—(Lower left)—Stockholm, Sweden

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advances have been due to the substitution of mechanical forces for the main strength and awkwardness of human brute strength. We recognize that the introduction of the machine does not displace the man whose work it does. It promotes him from hard labor to the position of operating the machine; nor is the total number of men employed reduced, for cheaper service means a growth of business that will furnish employment for as many men as before. Machines do not get tired and are not effected by extremes of weather. In fact other things being equal no port can truly prosper that suffers from an inferiority of mechanical equipment.

Let us see what some of the reasons are that retard the more general installation of labor saving devices. It has already been pointed out that unco-ordinated, poorly designed and located facilities are accountable for a lot of it. The intensive use of expensive machinery is necessary to make it pay, otherwise the overhead on idle time offsets the savings.

It is recognized that lines having a regular schedule of service want a specific pier for their use, especially as the present pier sheds must serve for the accumulation and storage of cargo. This means that the slips are vacant a large proportion of the time. The present system of pier rentals at many places discourages the use of machinery, which would necessarily be idle so much. Under these conditions it is cheaper to hire a gang of men for each specific job, letting them go when not needed.

Diversified cargoes require diversified equipment. What is good for this is not good for that. A mixed cargo is not the simple matter to handle that grain, ore, coal, bananas or bulk cargoes are. With poor piers most work is done with the ship's own gear supplemented by a floating derrick to handle particularly heavy lifts that would be taken care of by capacity cranes on modern quays.

The whole problem narrows down to a question of expense, provided, that the port is fortunate enough to be in the hands of men with sufficient foresight and intelligence to do anything at all. The ideal is secured where the annual cost of the "plant overhead" for piers, quays, railroads, warehouse and equipment, plus the cost of their maintenance, plus the cost of labor and power is a minimum per ton of freight handled.

Finally remember that a proper organization with brains and ability to secure effective operation is just as necessary as equipment.

W. M. Butler Would Change Export Rates

A BILL to eliminate the so-called "ocean differentials" accorded South Atlantic ports and to make illegal the port differentials in rail rates through which, it is charged, the ports of Baltimore, Norfolk and Philadelphia enjoy lower export and import rail rates than any other ports on the Atlantic seaboard has been introduced in the senate by Senator William M. Butler, of Massachusetts.

Senator Butler's (bill) is understood to reflect his personal views, and his action is in the interest primarily of the ports of New York and Boston and smaller North Atlantic ports. This bill follows a long-standing controversy among the Atlantic ports, which was brought out graphically in some of the hearings before the shipping board recently.

"Port differentials in rail rates are unknown on any seaboard of the United States except the North Atlantic," said Mr. Butler. "The New England ports and the port of New York are grouped under a common rate. The South Atlantic ports also are grouped. The same is true of the Gulf coast and of the Pacific coast. A shipper in the Middle West can ship to Pensacola at the same rate as applies to New Orleans or he can ship to Vancouver on the same export rail rate as applies to Los Angeles.

"Ocean differentials are unknown on any seaboard of the United States except the South Atlantic. The rates from the South Atlantic ports on many commodities are 7½ cents higher than the corresponding rates from the North Atlantic. The Gulf ports are grouped under a common rate. The Pacific ports also are grouped.

"The existing arrangement whereby the rates from the South Atlantic ports are made higher than the rates from the North Atlantic ports is unsatisfactory to southern ports and shippers. During federal control, the director general of railroads endeavored to help the southern ports by according them the same export rail rates as apply to New York and New England, but this failed to give substantial relief because the southern ports were handicapped by the ocean differentials.

"The ocean rates to and from the gulf ports on many commodities are 15 cents per 100 pounds higher than from the North Atlantic. The steamship lines serving the Gulf would like to be free to meet the competition of the North Atlantic, but they are bound by a conference agreement which requires that a differential of 15 cents be maintained from the gulf ports. This is a handicap to the gulf ports in competing for the nation's export and import commerce," said Senator Butler, in endeavoring to explain his bill. It is likely the bill will meet with considerable opposition and it is pointed out that the long rail hauls from centers of production to southern ports justifies the existing rate structure.

Lloyd's New Home

Work has begun in London on the new building which Lloyd's, the great British marine insurance association, has decided to erect near the site of the ancient coffee house where the organization was founded. The new building was designed by Sir Edwin Cooper, which is to stand in Leadenhall street on the site of the East India house. The building, or, more accurately, the block of buildings, will house both Lloyd's and the Royal Mail Steam Packet Co., which operates liners from the United Kingdom to New York and South America. The main frontage on Leadenhall street, most of which will be taken by the R. M. S. P., will be 262 feet long, and the Lime street facade will extend 372 feet. There will be nine stories above ground and two basement floors. The main entrance to Lloyd's will be in Leadenhall street, and its design is one of the most imposing features of the whole plan. From this entrance a finely vaulted approach will lead to the great hall, or "room," where the business of underwriters and brokers will be done. The "room" is designed to occupy the main part of the area of the site, and will be 160 feet square. It will extend through three floors of the building to a central dome borne on pillars. On one of the upper floors will be arranged the famous Captains' room of Lloyd's.

St. Lawrence Canals

Reports for November give the total freight passing the St. Lawrence canals this season up to that date, 5,458,108 tons. The short December movement would run it above 5,500,000 tons for the season.

From April 22, the opening day, to Nov. 30, the number of vessels passing the locks was 11,439. The time was 222 days or 5328 hours.

That is one boat every 28 minutes, night and day and Sunday, allowing nothing for the time between lockings.

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British Shipping Still Depressed

Coal Trade Takes Serious Slump—Less Idle Ships—Rates Remain Steady—Shipping As A Whole A Little Improved—Ship Building In Poor Condition

BY VINCENT DELPORT
European Manager, Marine Review

COMMENTS on the year 1924, in British shipping circles are somewhat restrained. Certainly the results of the year are not such as to justify a general feeling of elation, from the point of view of either the shipowner or the shipbuilder. The coal market has had a bad year and this has naturally reacted on shipping in more than one way.

The tonnage of idle ships in the principal ports of Great Britain and Ireland at the end of 1924 was considerably smaller than a year previously. This does not necessarily indicate that trade has increased in proportion, since the breaking-up of obsolete tonnage accounts for a large part of the reduction. The tonnage of ships laid up in coal ports increased as the year drew to an end, due to the fact that British exports of coal have suffered a serious setback. Coal exports for the 11 months ended Nov. 30, 1924, were 56,483,748 tons compared with 73,575,713 tons in the corresponding period of 1923, or a decrease of over 23 per cent. Thus all the progress made in 1923 in relation to the previous year has been lost.

The decline in the coal business is keenly felt in South Wales. In that important coal district November shipments showed a drop in comparison with the previous months both in cargo exports and in the tonnage taken for bunkers. The tonnage of exports for November was the lowest of the year, to date, and the f.o.b. price of 21s 9.15d per ton was also the lowest, while the cost of production at 21s 7d shows an upward tendency. Figures for December are not available at the time of writing but they are expected to be worse. The outlook in coal business for 1925 is considered as unpromising, especially in South Wales. Considering the labor difficulties and the high production costs with which Great Britain has to cope, it will be difficult for British collieries to compete with France and Germany. French coal production in 1925 is likely to continue its upward trend. For the 11 months ended Nov. 30, 1924, Great Britain exported to France 13,379,025 tons as against 17,493,581 tons in the corresponding period of 1923. It may well be expected that a further decline will be registered in 1925.

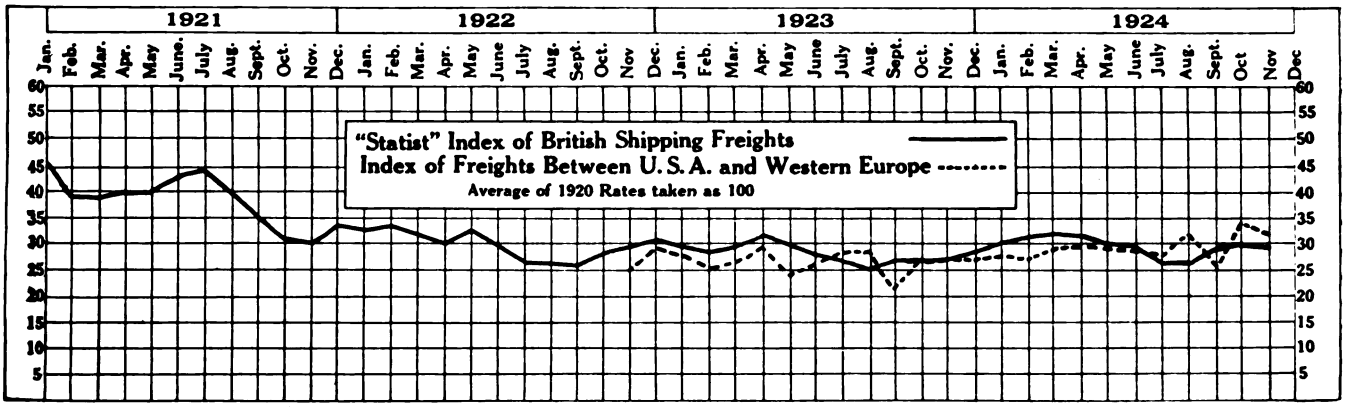

DIAGRAM SHOWING FLUCTUATION OF OCEAN FREIGHT RATES FOR FOUR YEARS

Germany Takes Less Coal

With respect to Germany, figures are still more striking. British coal exports to Germany from January to November were 6,369,500 tons in 1924 and 13,887,860 tons in 1923, showing a drop of more than 50 per cent for the past year. Since Germany's coal deliveries to France will decrease as French production rises, considerable tonnages of German coal will be available for export and the German coal owners with the support of their government can be relied upon to do their utmost to regain a firm footing on world markets. German competition has already been keenly felt in such markets as Italy, Spain and the Netherlands. British exports to the latter country for the first 11 months of 1924 were 2,576,589 tons against 6,273,095 tons in the corresponding period of 1923, and most of the business was lost to Germany. American competition is keen.

The depression of the coal trade may be looked upon as being the darker side of the picture. The total value of British exports for the first 11 months of 1924 was £854,153,513 as compared with £811,389,429 in 1923 and £756,912,199 in 1922 for the corresponding period. The value of imports increased from £988,488,166 in 1923 to £1,148,330,554 in 1924, from January to November included. These figures, coupled with the decrease in idle tonnage mentioned above, and having in mind the world unrest, show that generally speaking trade was not altogether unsatisfactory last year. A noticeable revival in grain shipping occurred in the late summer, beginning with the developments of the London conference. Following the conclusion of the negotiations, a wave of activity spread over western Europe. Grain requirements were heavy at that time and with the partial releasing of credit, a considerable amount of business was done, which somewhat subsided later. However, at the beginning of 1925 there are further prospects of active trade in this line and traffic from the River Plate is expected to be heavy. British owners find some compensation in these factors.

Other factors tend to show that the British shipping trade has been active in 1924. During the 11 months ended Nov. 30, a total of 48,727 vessels, trading foreign, of 50,401,747 register tons entered British ports compared with 44,488 vessels of 46,380,166 tons in the corresponding period of 1923 and 36,482 vessels of 39,610,414 tons in 1922. In the first 11 months of last year 60,889 vessels of 60,060,525 tons cleared from British

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ports with cargoes to foreign destinations, including British dominions, compared with 64,671 vessels of 65,179,264 tons in the corresponding period of 1923 and 50,223 vessels of 54,531,334 tons in 1922. The total number of entrances and clearances for the first 11 months of last year was 109,616 compared with 109,159 in 1923 and 86,705 in 1922. The entries from January to Nov. 30, 1924, show an increase of 4239 vessels and 4,021,581 tons as compared with 1923 figures and this increase is almost completely in favor of British ships, whereas clearances show a decrease of 3782 ships and 5,118,739 tons, mostly due to foreign ships. On the whole, the activities of British ports were about on the same scale as in 1923 and showed an increase of 21 per cent over 1922.

Freight rates on the whole have not been widely different to those prevailing in 1923. As can be seen on the accompanying chart of the index number of British shipping freights, the lowest mark for 1924 was reached in June with 27.4. The index then rose to 30.1 in October and dropped again in November. The rise which took place in the fall was due to the revival of business which followed upon the conclusion of the London agreement. With regard to the future, a new rise is expected early in 1925 by the more optimistic circles, but in view of the large world supply of tonnage and the keen competition from some foreign countries which offer cheaper rates a rapid improvement is hardly to be expected. It is hoped, at any rate, that efforts will be made to reduce port charges, including discharging, in British ports. There again labor problems are to be faced and the immediate outcome is difficult to foresee.

Coal Cheaper Than Oil

It has been found, by a number of cargo boat owners who have converted their ships into oil-burners that the cost of running these ships on fuel oil is considerably higher than when these ships were run on coal. This is not only due to the high price of oil but also to the fact that it has been found that the cost of labor on oil-burners is higher than in the case of coal. A number of cargo boats have been reconverted to burn coal. This naturally only applies to cargo vessels since for passenger steamers the many advantages of fuel oil from the point of view of speed, cleanliness, etc., make up for the difference in cost of running.

The question of reciprocation of exemption taxes between Great Britain and America is now settled to the general satisfaction of those concerned. With regard to the facilities of the British ports, following complaints made by different foreign companies, although these complaints are not altogether recognized by the port facilities committee, it has been decided to study the question fully and improvements are contemplated, especially in discharging facilities. This would mean at least some compensation for the very high charges which, are prevalent in British ports.

Will Ship Germans

Following the conclusion of the London negotiations in August, 1924, it has been agreed that there shall be no more objection to employing German nationals on British vessels. One can be assured, however, that the number of foreign hands employed on British ships, whether German or from other nations, will always be reduced to a minimum. Foreign seamen will continue to try to obtain berths on British ships owing to the higher wages which prevail. Deserters continue to leave British ships when in American ports in order to obtain employment in America where wages are still higher. The coasting trade of Great Britain has also been seriously affected since the war. In 1923 there were only 182,432 vessels of 47,074,570 tons, or a decrease in tonnage of 28 per cent. The number of clearances showed a drop of the same proportion. It is probable that the 1924 figures will be, if anything, still more unsatisfactory.

Not a Good Year

The past year has not been a good one for shipowners, and British shipbuilding has certainly suffered from the serious depression of the past three years. According to Lloyd's for the quarter ended Dec. 31, 1924, the tonnage under construction in Great Britain and Ireland was 1,296,971 tons, or about 171,000 tons less than at the end of September and about 98,000 tons less than the tonnage building 12 months ago. The tonnage on which work was suspended at the end of 1924 only amounts to 60,000 tons as compared with 164,000 tons at the end of 1923. The tonnage building at the end of 1924 was 593,000 tons less than immediately before the war. A considerable decrease is noted in the tonnage commenced during the last quarter of 1924, the figure being 154,594 tons against 252,245 tons during the preceding quarter, but the tonnage launched during the last quarter reached 352,629 tons, or only 7590 tons less than for the September quarter. The tonnage of motorships built at the end of September in Great Britain and Ireland was 320,137 tons, or about 32¼ per cent of the steam tonnage under construction. At the end of the year there were under construction in the world 33 vessels of between 10,000 and 20,000 tons each and eight vessels of 20,000 tons and upward. Nineteen out of the 33 and six of the larger vessels are building in Great Britain and Ireland. Out of 50 tankers, each over 1000 tons which are building in the world at a total tonnage of 309,270 tons, 20 of 101,510 tons are under construction in Great Britain and Ireland. Where world trade improves shipping companies will be inclined to place orders for a large number of new ships in order to compete and to run their vessels on an economical basis.

Profits Small in Shipbuilding

Shipbuilding yielded very little profit during 1924. This is illustrated by the profits which have recently been disclosed by 20 of the leading British shipbuilding firms. The combined capital of these 20 companies is £52,895,514 with £16,280,595 of debentures. The average profit on this combined capital was about three per cent and the average dividend was about the same percentage. In some cases losses were incurred and no dividends were paid out and in several other cases a small dividend was declared although the companies had incurred losses, these dividends coming from reserves or other sources of income. However, there were exceptional cases such as that of a very prominent firm in Belfast who reconditioned about 200,000 tons of large ships and who at the end of the year have received orders for several large vessels. This firm it is reported is doing about one-tenth of the total shipbuilding in Great Britain.

Engines Show Power

A new catalog describing a complete line of vertical enclosed self-oiling steam engines has just been issued by Engberg's Electric & Mechanical Works, St. Joseph, Mich. These engines are built to meet all steam conditions including high superheats and to develop from 1 to 100 horsepower. They are especially adapted for the driving of auxiliaries on shipboard including electric generators, fans, bilge pumps, etc. Removable side doors are provided on each side of the engine frame allowing access to crosshead, wrist pin, and all adjacent parts, while the hand-hole plates permit the lower end of the connecting rod to be inspected and adjusted. The connecting rods are heat treated. The lower ends are fitted with removable babbitt bushings.

The catalog which has just been issued describing these engines consists of thirty-two 8¼ x 11-inch pages printed in colors with ample illustrations of all of the engine details. Reproductions of blueprints are included showing the principal features of the engines and their most important dimensions. A table of export weights and dimensions and a telegraph code is included.

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Cargo Cranes Prove Successful

Details of Freight Handling Devices on Unique Vessels Owned by Steel Corporation—This Loading Rig Has Made Big Savings Possible

THE freight motorships STEELVENDOR and STEELMOTOR built by the Federal Shipbuilding Co. for the United States Steel Products Co. have now been in constant and successful operation by the Isthmian Steamship Line for one and one-half years. During the open season on the Great Lakes, they are engaged in carrying steel products from lake ports such as Chicago and Lorain, O., to Montreal with return cargoes of paper. In the winter months and early spring, these vessels are in service between gulf ports such as Mobile, Ala., and Galveston, Tex., where sulphur and steel products are among the commodities carried.

Built for service on the Great Lakes and the St. Lawrence, as well as ocean coastwise or gulf, they represent a new and interesting type of vessel. This adaptability for both ocean and lakes, necessarily limited the size to allow passage of the Welland and St. Lawrence canals connecting Lake Ontario and the St. Lawrence river with the other lakes. Complete particulars of hull and machinery are given in MARINE REVIEW for October, 1923, and June, 1924. For convenience some of the principal characteristics are repeated below:

Hull Particulars

Length overall, ft., in.	258 3⅛
Length bet. perps., ft., in.	250
Beam, ft., in.	42 9
Depth, ft., in.	20
Load draft, ft., in.	16
Dwt. capacity, tons	2717
Speed in knots	8½
Main engine	1
McIntosh & Seymour diesel	
Type, cycle	4
No. cylinders	6
Size, inches	22 x 32
Brake horsepower	750

At the time of completion in June, 1923, attention was called to an interesting departure from the usual practice for handling cargo. Instead of individual winches grouped on the deck between hatches in conjunction with booms stepped on masts, or derrick posts, each of the two hatches is served by a 5-ton, 3-motor, variable radius, revolving crane mounted on a fixed base. Naturally, such a radical innovation was looked upon with some degree of scepticism as to its success in practical service, and at the time no assurance worth while, except the conviction of the men who recommended the use of cranes instead of the customary winches, could be given to offset these doubts. The excellent results obtained in handling cargo during continuous and active service for the past 18 months, however, has fully justified the choice made for this particular type of vessel and trade. In fact, the results have been surprisingly satisfactory.

Through the courtesy of B. Meurk, superintending engineer of the Isthmian Line, it is possible to give some figures on cargo handled. It will be interesting to note the performance of one of these vessels since going into commission, she left New York, June 28, 1923, for Montreal, then via the St. Lawrence to the lakes with cargo from each port, then seven voyages on the lakes and the St. Lawrence, carrying steel products and paper. Leaving Montreal on Nov. 25, 1923, she went to New York and the

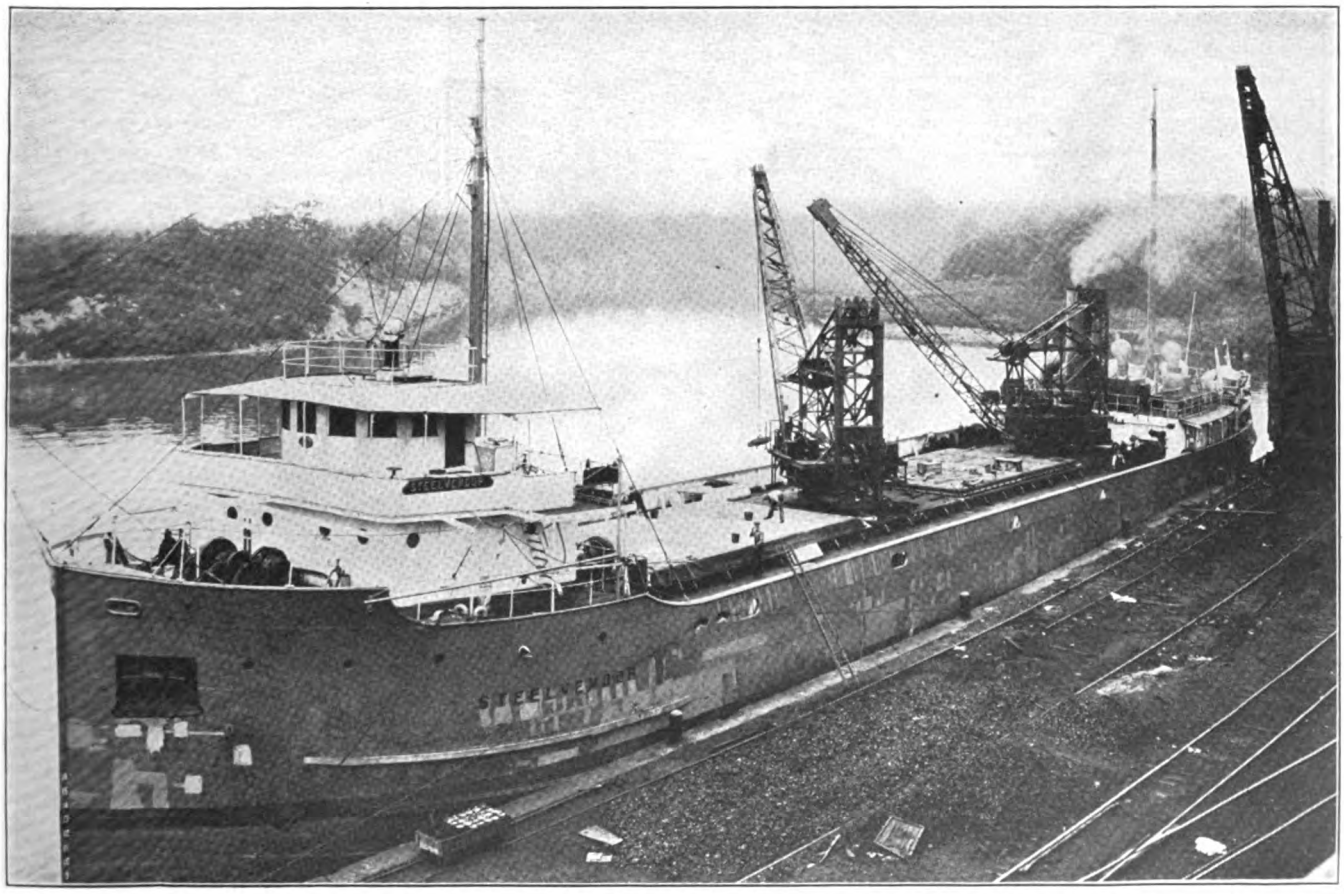

FIG. 1—GREAT LAKES-OCEAN MOTORSHIP STEELVENDOR WITH HER TWO 5-TON UNLOADING CRANES

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gulf with cargoes, then four voyages between gulf ports, back to the lakes via Baltimore and 10 trips on the lakes up to Nov. 25, 1924. The sister vessel has had a similarly busy itinerary. On the Great Lakes, 6384 tons of cargo were handled within a total period of four to five days with two 20-hour runs included. Excellent results were also obtained while in the gulf service. In the table below, several specific amounts of cargo handled under ordinary operating conditions and the corresponding time is noted. These records were taken from the ships' log.

Cargo handled tons	Time in hrs.	Tons per hr. of ship	Crane hrs.	Tons per crane hr.
1060	12.5	85.0	25.0	42.3
1927	33:5	57.5	67.0	29.8
2057	24.0	85.8	48.0	42.9

With heavy steel cargo, the maximum capacity one crane in one hour per hatch has reached 102 tons. For full loading of a general steel products cargo, 2100 tons may be handled in 24 hours. This means that 2100 tons of cargo can be placed in the ship in a period of 24 hours which would mean 87.5 tons per hour of the ship and 43.8 tons per crane hour. Two of the practical records quoted above are nearly equal to full loading and the remaining record though not as high, shows good performance. For similar cargo, the usual ocean freight vessel will be considered as doing satisfactory work if from 35 to 45 tons per hour are handled.

Description of Cranes

From the accompanying illustrations showing the STEELVENDOR in active service, a clear idea may be obtained of the type of crane used, its installation and operation. The four cranes were especially designed and built by the Brown Hoisting Machinery Co., Cleveland, for these vessels. Though of a special design, the crane resembles in general what is known as the locomotive type. The rated capacity at maximum outreach is 5 tons, at a lifting speed of 130 feet per minute, and a rotating speed of 3 revolutions per minute. In actual service, it has been found that 7½ tons might be lifted. The limits of operating radius from the center of rotation, is 21 feet minimum (which is just under one-half the beam of the vessel) to 50 feet maximum. Luffing of the boom may be accomplished from the minimum to the maximum radius or *vice versa,* at a rate of 5 feet per second or in about six seconds for the entire travel.

Three separate electric motors carry out these functions as follows: One 65 horsepower motor for hoisting the load, one 25 horsepower motor for rotating the crane, and one 15 horsepower motor for luffing or varying the radius of outreach of the boom. All three operations may be carried along simultaneously, and the load can be maintained automatically at any desired level while raising or lowering the boom, thus causing the load to travel in a horizontal plane reducing the power necessary to a minimum. One man, of course, controls all three operations. Though it must be admitted that such an operator requires more skill and intelligence than an ordinary winch man, no difficulty has been experienced in obtaining such men either in the gulf or on the lakes. When the vessels make repeated trips to the same port, the same men have generally been used.

With ordinary winches and booms stepped on derrick posts or masts, booms in fixed position are used, one for lifting the load and the other for moving it from over the hatch to dock or to lighter at the side of the vessel. In this way, the load can only be dropped or picked up within an extremely limited area where there is no aid from dock machinery. This always presents the problem of moving the cargo away from or to this limited area in order to make room for additional loads from, or to supply such loads to, the ship's boom. Using a crane of the type under discussion here, it is possible, for instance, in this particular case with an outreach of 50 feet to cover an area of approximately 1800 square feet reckoned from the side of the vessel.

The STEELVENDOR and STEELMOTOR have two large hatches, each 20 feet wide by 40 feet long, and the fixed bases for the cranes are mounted on steel decked foundations raised to the level of the hatch coaming stiffeners, a few inches below the upper edges of the hatch. One crane is located between the two hatches and the other aft of the after hatch. These decked platforms are thoroughly stiffened and supported for carrying the cranes, by additional structural work underneath. Each crane weighs 70,000 pounds.

At sea, the booms are lowered down into a horizontal position over the after hatch and secured in appropriate boom rests. The standing part of the crane is stepped into position on its permanent base, the weight alone holding it in position. It was found in coastwise service, when encountering heavy weather that their own weight is not sufficient for keeping the cranes safely in position Heavy steel guys with turnbuckle connections were rigged from the top of each crane to pads in the deck, two on

Fig. 2—Detailed view of one of two 5-ton, 3-motor electrical level luffing cranes as arranged for unloading motorship STEELVENDOR

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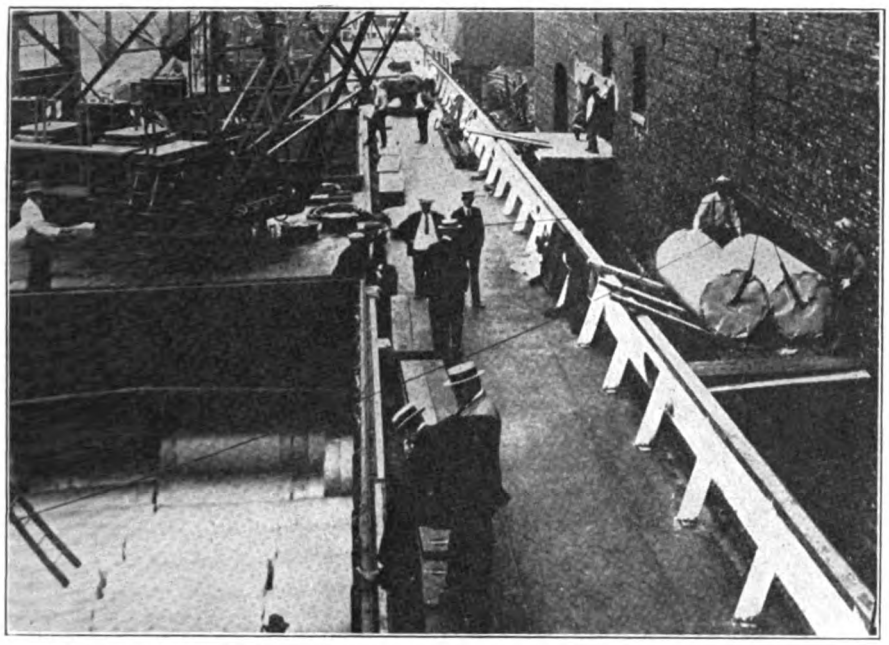

FIG. 3—LOADING PAPER WITH SHIP'S CRANES FROM WAREHOUSE AT MONTREAL

each side. By setting up on the turnbuckles the cranes could then be made secure for heavy weather.

According to the operators these vessels have performed steadily without a stop due to any mechanical trouble throughout the entire period of their active service. The auxiliary generating sets with 90 horsepower Worthington-type diesel engines and Diehl-type generators have also functioned with complete success. The generators were arranged to give constant voltage which in turn would give a constant lifting speed for the hoisting motors on the cranes.

Now, though the cranes were nominally designed for a maximum of 5 tons, it was found that this could easily be exceeded by 50 per cent. The natural tendency, therefore, was to overload the cranes from time to time with the result that the circuit breakers would function to relieve the overloaded generating engines. A 50 per cent overload could be taken care of by the generators but it was hardly to be expected that the 90 horsepower diesel engines could deliver so much extra power. The constant action of circuit breakers under these conditions proved to be a nuisance and to overcome this difficulty the generators were modified to give a drooping voltage. After this when the cranes were subjected to extra heavy loads, the voltage dropped and the lifting speed decreased. The actual loss of time due to slightly reduced lifting speed amounted to very little, but the great inconvenience of frequent circuit breaking was eliminated. As a matter of fact, an overall gain in speed resulted because of steady and continuous service.

No general or sweeping conclusions in regard to the superiority of cranes over the old and tried cargo winch for handling cargo of all classes on shipboard can rightfully be made from the results recorded here. In the first place it must be borne in mind that though there was some diversity of cargo as for instance, tin plate, sulphur, paper and steel products as well as some other commodities, on the whole the cargo was of a somewhat specialized character. The general attitude of shippers, receivers and stevedore and longshoring personnel in the ports called at, particularly on the Great Lakes and the St. Lawrence, was such as to make the most favorable possible showing. This much, however, can be said that the excellent showing made by these vessels in handling cargo, would justify the most careful study of present methods. In future ships, the experience gained will undoubtedly be of great value and may influence to some degree the present stereotyped arrangement of cargo machinery on shipboard.

William D. Hoxie - 1866-1925

WILLIAM D. HOXIE, vice chairman of the Babcock & Wilcox Co., died at sea, Jan. 12, on the Munson liner SOUTHERN CROSS on which he had sailed January third with his wife and niece for a trip to South America. The body will be brought back to the United States on the WESTERN WORLD leaving Rio de Janeiro Jan 21st.

Mr. Hoxie had been for many years an outstanding figure in marine circles as it was due largely to his genius and enterprise that the Babcock & Wilcox Company became such a prominent factor in the building of marine boilers both for naval and merchant vessels; their marine boiler as it exists today is due to the invention and constant improvements of Mr. Hoxie.

He was born July 1st, 1866, in Brooklyn, N. Y., and received his preliminary education in the public schools. Having marked mechanical attitude he took the course at Stevens Institute of Technology, and graduated as a mechanical engineer in 1889. In that year he became connected with the Babcock & Wilcox Company and his whole active life was spent in its service where there was every opportunity for his remarkable talents as an engineer. In due course he became Vice-President of the company and retained that position until 1919, when he succeeded Mr. Edward H. Wells, as president. Early in 1924 his health not being good he had wanted to withdraw from active work altogether, but was persuaded by his associates to retain a connection with the company as vice-chairman, which position he held at the time of his death.

He was married in 1892 to Miss Lavinia Brown of Westerly, R. I., who was with him at the time of his death. They have one daughter Mrs. Cornelius W. Middleton.

Mr. Hoxie was a man of remarkable geniality and personal charm and had a very wide circle of friends. He was also an enthusiastic yachtsman. He was a Trustee of Stevens Institute of Technology, and also of Webb Institute of Naval Architecture, and of the Wilcox Memorial Library of Westerly, R. I. He was a member of the engineers, N. Y. Yacht and Lawyers Clubs of New York and of the Army and Navy Club of Washington, D. C., and of the Delta Tau Delta fraternity.

He was also a member of The American Society of Mechanical Engineers, The American Society of Naval Engineers and the Society of Naval Architects and Marine Engineers. His winter home was in Brooklyn, and his summer home in Westerly, R. I.

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Ask Technical Groups to Aid Marine Standards

Further to co-ordinate the work of the American Marine Standards committee in its efforts to develop standards for the thousands of items entering into marine construction, engineering and operation, the executive committee has invited the active co-operation of a number of technical organizations. These organizations, which include such bodies as the American Society of Mechanical Engineers, American Society for Testing Materials, American Institute of Electrical Engineers, National Fire Protection association, United States bureau of standards, and others, are restrained by policy from membership in the American Marine Standards committee.

Considerable progress has been made in the development of tentative standards by the 38 subject committees, and some 200 concerns in the marine field have been asked for comments on proposed standards for air port glass and dimensions, fixed lights, typical designs of bitts, open, closed, and roller chocks and mooring pipes, also hawse and chain pipes. Numerous indorsements and suggestions as to these proposed standards have already been received at the division of simplified practice, department of commerce, Washington, which is cooperating with the American Marine Standards committee in efforts to make improved methods and practices available to American shipping.

Preparations are under way for the annual sessions of the committee which will be held Jan. 20 and 21 in the department of commerce at Washington.

Bonaccord Oil & Shipping Co., New York, has changed its name to the Bonaccord Tank Steamer Corp.

Learned Wood Ship Art Under McKay

THOMAS J. KING, who began his shipbuilding career under the famous Donald McKay in Boston, died in Detroit recently while returning to his home in Seattle. In his apprenticeship days, Mr. King helped to build some of the wonderful wooden ships which made American maritime history. In 1868 he established a shipyard in Detroit. Eleven years later he came to the Pacific coast. For more than 20 years he was the head of King & Winge, well known shipbuilders of Seattle. During his long period of activity he was interested in the construction of more than 500 wooden vessels. He was 81 at the time of his death, and had spanned during his life both the peak and the lowest point of the American merchant marine. In later life due to his contact with McKay, he shared in his fame.

How to Get a Government Job

A Sidelight on Shipping Board Methods of Appointing Executives—More Verbatim Extracts from Sworn Testimony Showing How the People's Money Is Wasted

From the Proceedings of the House Committee Sitting in Washington, March-June, 1924

William B. Bankhead, *Congressman from Alabama*—What business were you engaged in before you went with the Shipping Board?

Huntington T. Morse, *Director for Europe for the Shipping Board*—I was for two years in the Navy, in charge of the operating department of the naval overseas transportation, in New York.

Mr. Bankhead—What was your experience before that?

Mr. Morse—I was with the Mallory Steamship Line, and also with Spencer Trask, in New York.

Mr. Bankhead—In what capacity were you employed with the Mallory Line?

Mr. Morse—I started as a checker on the dock there. I ended up as superintendent of Pier 38, North River, New York City.

Mr. Bankhead—You had never had any experience in overseas commerce before you went to Europe?

Mr. Morse—None except what I gained in the Navy and what little I came in contact with in the few vessel running transatlantic while I was with the Mallory Line.

Mr. Bankhead—So you were never actually with the Shipping Board or the Emergency Fleet Corporation or on the pay roll until you were assigned to Europe?

Mr. Morse—That is right.

Mr. Bankhead—In what capacity were you when you went over there?

Mr. Morse—I went over there to become head of the European organization. In the meantime somebody else was appointed over there. I was head of the European organization when I left here. When I was on the way there, the shipping board, itself, prior to my arrival, appointed a representative, so that when I got over there, I was simply a subordinate.

Mr. Bankhead—Who was he?

Mr. Morse—Captain Toby.

Mr. Bankhead—What did he do?

Mr. Morse—He was formerly naval attache in London and right-hand man, so far as supplies and accounts were concerned, for Admiral Sims.

Mr. Bankhead—You were not the superior under the Shipping Board, then, when you first got over there, but were in the naval service?

Mr. Morse—I was not when I got there, Sir. I was when I left, but he was appointed while I was at sea.

Mr. Bankhead—Had you had anything to do with traffic in your former experience, before you went with the Navy?

Mr. Morse—None, except what I came in contact with the Mallory Line. I was not in the traffic department; my department was the operating department.

Mr. Bankhead—That had nothing to do with the solicitation of business or an executive manager?

Mr. Morse—No, sir.

Mr. Bankhead—Do you know who recommended you for this position which you now hold?

Mr. Morse—Yes, sir.

Mr. Bankhead—Who?

Mr. Morse—Mr. Sheedy.

Mr. Bankhead—Is Mr. Sheedy still in the service of the Government?

Mr. Morse—Yes, he is vice president of the Fleet Corporation.

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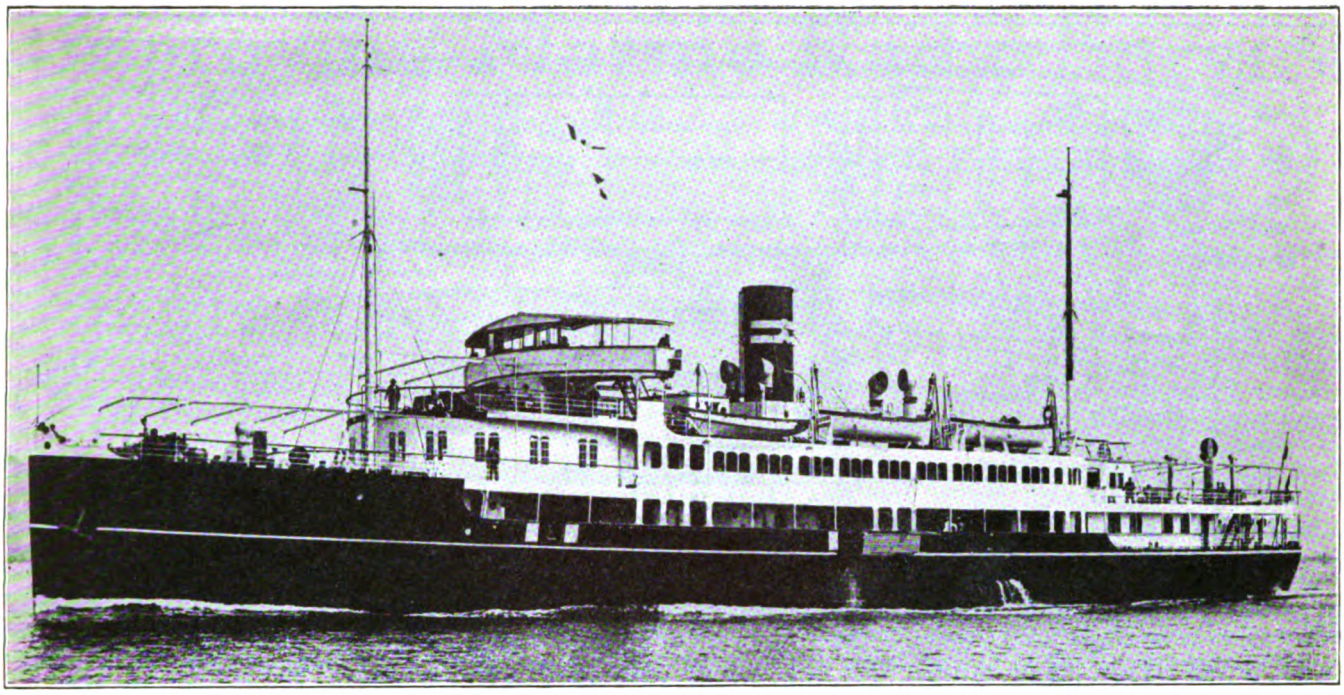


NEW JAPANESE DIESEL-ENGINE DRIVEN PASSENGER STEAMER KURENAI MARU

Japanese Build Fast Motorship

First Oil Engine Vessel to Carry Passengers Under Japanese Flag Recently Commissioned—Has Speed of 15 Knots—Carries Six Hundred Passengers

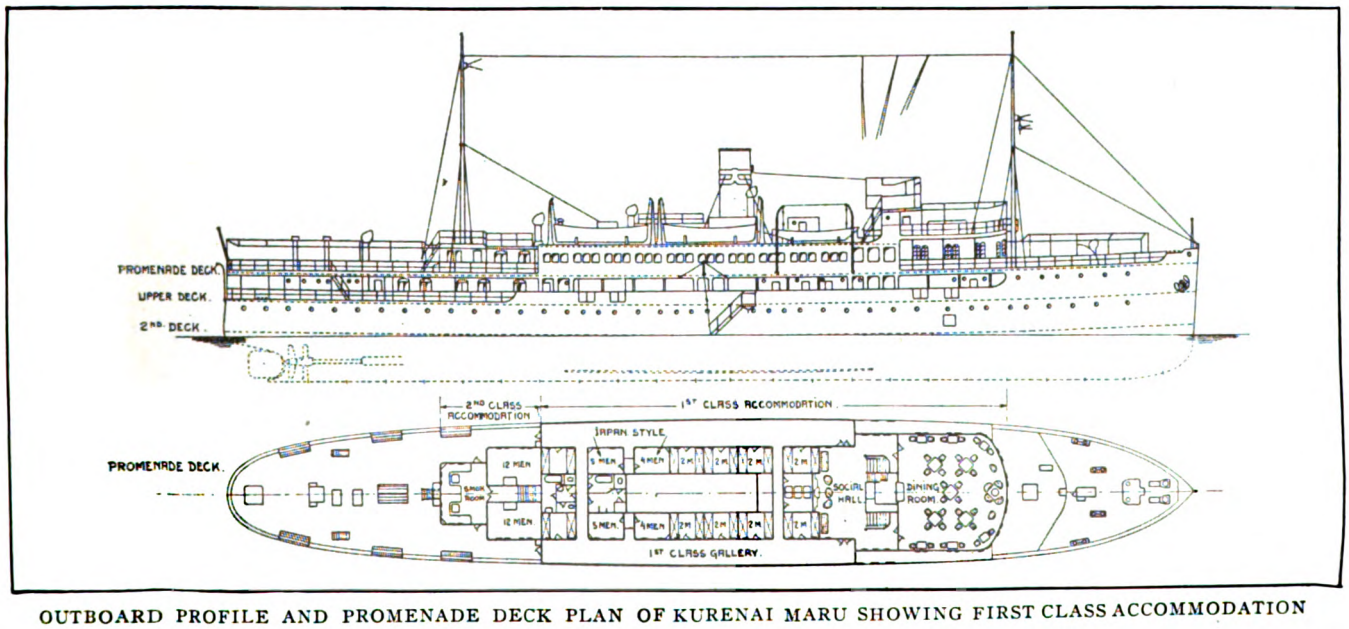
THE motorship KURENAI MARU is the first Japanese motorship built by the Osaka Iron Works at its Sakurajima yard. It is equipped with original Burmeister & Wain engines, shipped from the works at Copenhagen. This boat is designed for the Osaka Shosen Kaisha's service on the Beppu route, which has been covered for many years by the Osaka Shosen company.

The following are the leading details of the KURENAI MARU: Gross tonnage, 1550 tons; length overall, 251 feet; breadth, 38 feet; depth molded, 19 feet 6 inches; mean draft, 11 feet 6 inches. She is built to carry 38 first class passengers, 108 second class, and 452 third class. The total is 598.

Passenger Accommodation

Thanks to the absence of coal dust, the owners have been lavish in the arrangement and decoration of the passenger accommodation, and nothing has been spared in order to achieve success as well from the artistic as from the comfort point of view.

The first class quarters are reached by two main stairways from the main deck, being separated from the other classes and situated on the upper deck. These stairways enter on to a main hall, which is also used for smoking and social purposes. The main hall is decorated



OUTBOARD PROFILE AND PROMENADE DECK PLAN OF KURENAI MARU SHOWING FIRST CLASS ACCOMMODATION

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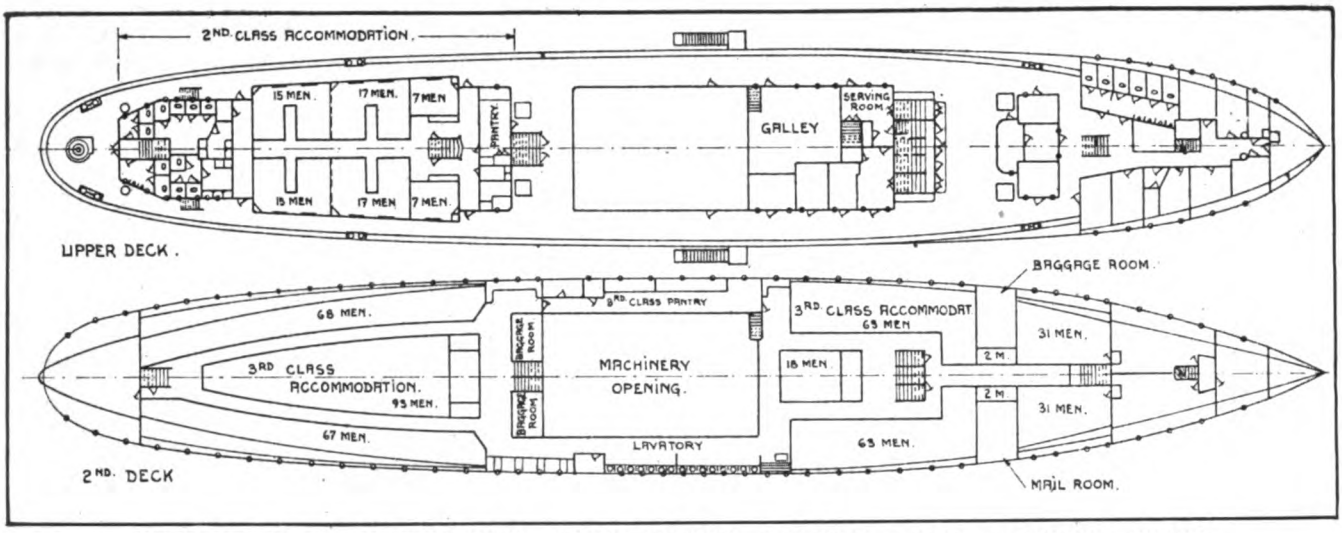


UPPER DECK AND SECOND DECK PLANS OF NEW JAPANESE DIESEL PASSENGER VESSEL

in Viennese style, paneled in figured linen with overhead lights and electric scenes. A fireplace in Italian marble with an oil-painting of a Kyoto scene, forms a central point around which are grouped armchairs and sofas, upholstered in velvet mouquette. Decorative Japanese dwarf-trees are used as a part of the decorative scheme. The dining saloon, which is entered on either side by beveled glass doors, is decorated in French renaissance style, the walls being paneled in oak and maple.

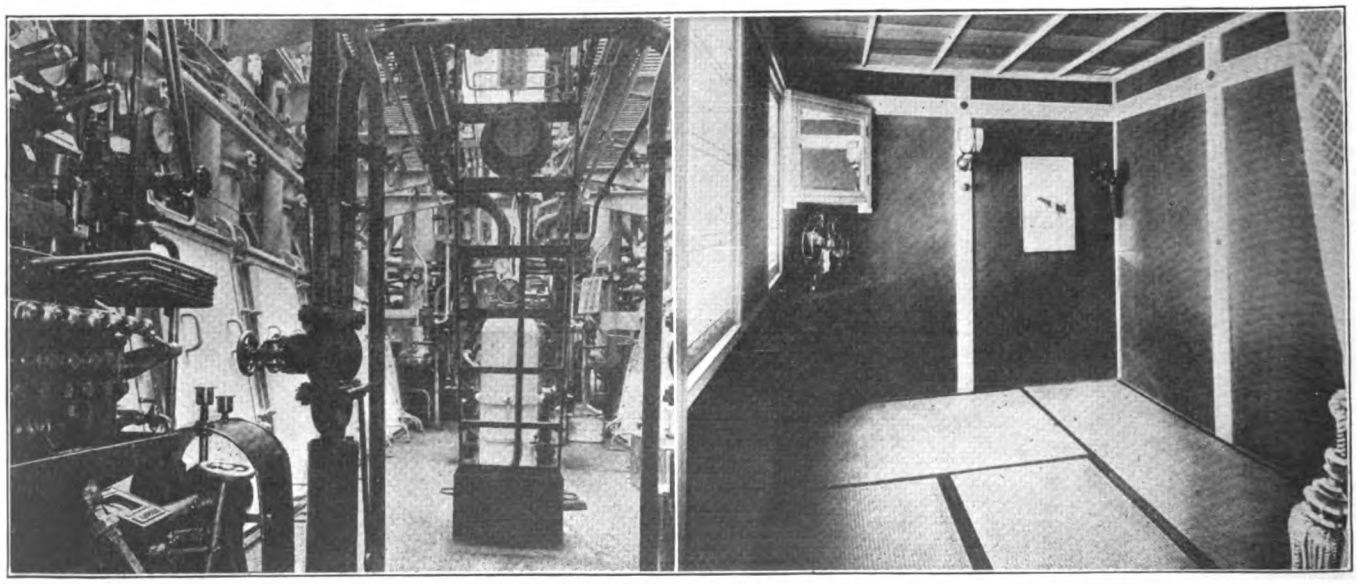
The first class cabins are entered from the glass-sheltered decks, which form a novel feature. Ten cabins are furnished in European style and four in Japanese. The former are fitted with two broad, built-in-bunks, which may be used as sofas in the day time. The Japanese cabins are a replica of rooms in a well-built Japanese home, every detail being well worked out in miniature, including sliding doors, windows, and mats. The fore deck is used as a promenade and recreation for first-class passengers.

The second-class is arranged in Japanese style with mats, and has two large cabins-de-luxe forfamilies. Third-class is in the Japanese style throughout, with benches and tables for smoking and social use. The large afterdeck is for the use of these classes. Bathrooms are provided with fresh and salt running water, and lavatories are fitted in white tile.

The propelling machinery, which is located amidships, consists of two 6-cylinder, single-acting, 4-cycle reversible diesel engines built by Burmeister & Wain, Ltd., Copenhagen, Denmark. These engines are of the special light built type, designed to develop 2300 indicated horsepower at 150 revolutions per minute. They were shipped to Japan for installation. The arrangement of the propelling machinery is indicated on the accompanying plan. Special care was taken to ensure vibrationless running, making this type of engine specially adapted for passenger vessels. As stated above this type of engine is designed to develop 2300 indicated horsepower at 150 revolutions per minute, and with this horsepower a speed of about 15 knots is attained, but due to the owners desire of keeping a sea speed of only 13¾ knots on the 18-hour trip from Kobe to Beppu, the revolutions were reduced and consequently the indicated horsepower. Smaller engines requiring still smaller engine room would have been satisfactory and thus accommodation for a still larger number of passengers could have been procured, if desired.

Three single cylinder diesel engines of the Burmeister & Wain enclosed and forced lubricated auxiliary generator type are installed. These diesel generators are of 33 kilowatts capacity. In conformity with usual practice, the cooling water, forced-lubricating, fuel-oil, ballast, separate bilge, and sanitary pumps are all electrically driven.

The steering gear is of the electric-hydraulic type, by John Eastie & Co.



VIEW IN ENGINE ROOM SHOWING BURMEISTER & WAIN DIESEL ENGINES DRIVING TWIN SCREWS—INTERIOR OF ONE OF THE JAPANESE STYLE STATEROOMS

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Improving Marine Radio Service

Considerations of Safety Demand Allocation of More Wave Lengths to Marine Wireless Users—Broadcasting for Amusement Not a Paramount Interest

MARINE radio service between ship and shore and between ships at sea has been forced, in a sense, to develop in a straight-jacket, with the consequent troubles and growing pains inherent to such a method of growth. While radio operation on land is largely a pleasure or convenience at the most, it is much more a thing of necessity in marine service, since human lives and property depend upon efficient operation. Marine radio service has had to endure considerable interference, and signals from ships to coast stations have interfered in the public broadcasting wave-length band. That the present situation has needed remedying has become more strongly evident with the growth of radio casting, which long ago passed from the field of mere adventure.

At the third annual national radio conference held in Washington in October, some important steps were taken to relieve the congestion, with the provision for additional wave-length channels for marine use. Five wave-length channels were assigned where only two had existed, but the situation has not yet been entirely cleared. This action of the conference, however, should help to bring about a decided relief from the coast congestion and at the same time minimize to a large extent the interference in public broadcasting. In providing the additional channels, the Washington conference designated for ship communication the frequencies of 343,410,425 and 454 kilocycles (wave lengths 834,731,706 and 660 meters) with 500 kilocycles (600 meters) as a calling and distress wave.

Congestion in the marine radio service has been a most disturbing factor along the coasts, more especially at some of the large harbors such as New York, Boston and San Francisco. While the troubles incident to interference have been due largely to a lack of sufficient operating channels, much of it also has been due to the nature of the apparatus. Interference troubles in no small part have been traced back to the ships with their spark transmitters for communicating messages. Particularly in the last year or two, this problem of interference has been a perplexing one, with the increasing development of radio casting on land.

No legislation would have been able to keep pace with the changes and inventions which have been in progress in radio, even had additional legislation been attempted. The government can not compel the installation of vacuum tube or other continuous wave transmission equipment much as the need for it might be evident. Secretary of Commerce Herbert Hoover, addressing the radio conference when it convened in October, pointed out that it is necessary to have traffic rules or the whole ether will be blocked with chaos and the service will be made impotent in its own confusion, but in discussing marine service he told the delegates that difficulties beset the way in working toward a general change in equipment. Financial as well as other difficulties are to be considered. Among other things he urged for consideration at that time, was that improved equipment be made more readily available at reasonable prices.

Index For 1924

The index for the year 1924 *covering all of the valuable editorial material which appeared in* MARINE REVIEW *last year is now ready for distribution and will be sent to subscribers on request.*

"The question is one of relation," Mr. Hoover said. "If there are not enough channels to provide all that both the marine interests and the broadcasters may legitimately desire, there must be an accommodation between them, giving to each as much as possible with due regard to the other. Possibly additional wave lengths above 600 meters may be assigned for marine use. Moreover, we must strive to get the marine signals of 300 and 450 meters out of the public broadcasting band so as not to interfere with broadcasting. I commend the subject to your careful attention."

The outstanding difficulty in marine radio service has been the transmission of communications on a too narrow band of wave lengths devoted to their use. The fact that most ships had been operating on only two wave lengths, 600 and 706 meters, has been responsible for one of the fundamental troubles. A large percentage of the marine radio equipment has been of the spark type. Probably only 30 per cent of the radio stations along the coasts are of the vacuum tube or continuous wave transmission type. Until the equipment problem is nearer solution, the most economical use of wave lengths can not be attained, even with the additional channels recently opened for marine radio transmission. Provision of additional channels for marine wave distribution is expected to help the situation materially, however. But even with this improvement, foreign ships in communication with coast stations, using spark types of equipment, again add to the congestion and interference, and this latter situation can not be regulated by the American government, since it can not attempt to regulate radio equipment for foreigners.

At the international radio convention in London in 1912, it was contemplated that ship communication should be conducted either on 300 or 600 meters, an alternative of 1800 meters having been allowed under certain conditions. As Secretary Hoover pointed out at the Washington conference, the marine radio service grew up on 450 meters.

One of the big achievements at the London conference in 1912, however, was the adoption of the plan giving to each station, insofar as it was practicable, an individual wave length. It has been argued that a plan could be worked out for ships in which better results could be attained through separate wave lengths assigned to separate groups or classes of vessels, but this again would necessitate a certain class of equipment for ships. Regulation as to change in equipment is something that is difficult to undertake. Under the existing radio laws, the government has no authority to regulate equipment at all, although it has regulatory powers over the assignment of wave lengths.

The relief which the Washington conference undertook to provide is only temporary in its nature, but is considered a start in the elimination of certain disadvantages confronting marine radio communication. The force in the department of commerce, which supervises radio communication and the development of the industry, is limited, with similar situations existing in the personnel of the operating companies along the coasts. It is known that the department of commerce would like to have facilities for radio equipment in Washington to work out some of the distressing wave-length problems. Lack of appropriations as well as limited building space for the department activities at present precludes any possibility of such governmental experiments for some time at least.

Well schooled marine radio operators, with remarkable concentration and efficiency in tuning, have been able to handle radio traffic almost oblivious of the in-

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terference, which would handicap many less experienced and less skillful operators. Proper signals from ships are being caught by the trained ear much in the way that the commercial telegraph operator concentrates only on his ticker in the midst of a room full of variously toned instruments pounding away simultaneously.

Marine radio interference manifests itself from the east and west coasts to points hundreds of miles inland, and likewise marine signals from the Gulf of Mexico make their way into public broadcasting wave-length bands as far north as the Great Lakes.

The tendency toward installation of vacuum tube and continuous wave transmission equipment, the latter of the arc type of transmitters above the 2000-meter wave length, is growing steadily. With the sharp and noninterfering continuous wave emission of the vacuum tube and arc types is contrasted the broad and interfering wave length of the spark transmitter.

Present radio regulations are under the radio law of Aug. 13, 1912, formerly known as the ship act, which was amended later, and which specified that ships be equipped with radio installation and auxiliary equipment, governing also the licensing of operators. No new radio legislation has been enacted since, and no prospects are seen for anything in this line for some time. Legislation enacted now might become obsolete later with continuous development of radio service and new inventions.

At the Washington radio conference, the question of reports giving the positions of ships was considered by the marine communication committee. It declined to recommend the prohibition of free "TR" reports, but indicated its approval of the voluntary efforts to reduce the unnecessary reports. The action was taken in the hope that it would eliminate the interference complained of by broadcasting stations. Any way to lessen the number of messages will help.

Condensed Reviews of Latest Books

Before the Mast and After by Sir Walter Runciman, 300 pages, 5½ x 8½ inches; published by the Charles E. Lauriat Co., and furnished by MARINE REVIEW for $4.50 postpaid and in Europe by the Penton Publishing Co., Ltd., Caxton House, London, for £1 4 shillings net.

Progress in any industry finds its best opportunity for growth through studying and applying the lessons learned by earlier leaders in the field. On that basis, this book is well worth the study of any one engaged in the shipping industry.

Sir Walter Runciman, one of the most successful of the shipowners who have given British ships a commercial leadership, has had a remarkable career. Running away to sea when a boy of 12, he had years of experience in sailing ships, both before the mast and as commanding officer. He then entered steamships and later branched into business for himself, where his intimate knowledge of ships and trade combined with native ability to put him at the top of his profession.

This book gives an intimate picture of seafaring life in the days which have passed, the sailing voyages, the tramp steamers and the hundreds of adventures which marked those days of strong individualism. He has brought back a living fragment of life which bred strong men and strong ships, coupled with a frank account of his shipowning experiences which should prove invaluable to those now in the business.

He has always been an advocate of apprenticeship training for young seamen, reviving this custom when steam came into its own. The value which he himself obtained from that experience justifies his course but his strong affection for the sea and his pride in his calling are also the motives which inspire his desire to adapt young men for successful careers on the ocean.

As the recital of the adventurous experiences of a sailor who had the privilege of serving on sailing vessels and as an account of the methods of a man who without supporting financial resources made his way to the top of the world's shipowners, the book carries a message of interest and of practical value to any one who is serving the shipping industry today, either on board its vessels or in the managers' offices ashore.

The Tale of Our Merchant Ships, by Charles E. Cartwright; 275 pages, 5½ x 8 inches; published by E. P. Dutton & Co. and furnished by MARINE REVIEW for $3 postpaid and in Europe by the Penton Publishing Co., Ltd., Caxton House, London, for 15 shillings net.

America's decline as a commercial sea power since the middle of the nineteenth century has been traced to various sources. One that is freely brought forward is that Americans are not a seafaring people. In an interesting and convincing manner, Mr. Cartwright has laid the ghost of that tradition. As he says, not only the original stock but the later immigrants came from nations which have made the maritime history of the world. In natural aptitude for a sea life, the present stock has all the essentials. Only the lack of commercial necessity, brought about by the apparently greater need for today's development of the vast land resources, has combined to keep that maritime ability from effective development.

This book carries no propaganda message. It is a straightforward and decidedly readable story of the agencies which have made the United States a marine power. The early pioneers, breaking through great obstacles to make their struggling nation a factor in world trade; the era of expansion which had given this country by the middle of the nineteenth century a commercial fleet which might logically claim the leadership of the world; the trend away from the sea which followed the opening up of the interior bringing about our revealed shipping weakness at the time of the Spanish war, the Boer war and when the battleship fleet went around the world; the coming of the Great war with its clear cut warning of a ship scarcity, and the feverish construction which gave back to this country numerically a commanding sea strength but still handicapped by lack of the commercial equipment abroad which a normal peace time growth would have brought—all these essential factors in American marine history are brought to the reader.

The author knows and likes ships and their ways. He has searched many museums and records for accurate pictures of the important vessels which dot American sea history. The illustrations in the book are all from drawings by the author and obviously add attraction to the book by their accuracy and abundance. The book is well worth study by any one who wishes to get the full picture of this country's marine history.

Sydney ranks as Australia's biggest port with 23 per cent of the total oversea, interstate and coastal shipping. Melbourne has 18 per cent, Newcastle 14, Adelaide 10, Fremantle 8, and Brisbane 7. Other major ports are Geelong, Townsville, Port Pirie, Wallaroo, Bunbury and Port Darwin with Hobart and Launceston in Tasmania.

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You Might Use Pulverized Coal

Although This Form of Fuel Is Confined Mainly to Land Service at Present, It Presents Possibilities to Vessel Owners

ALTHOUGH up to the present the use of pulverized coal has mainly been developed in conjunction with boiler plants on land, there can be no doubt but that marine engineers are carefully watching the rapid and successful progress which is being made in the commercial applications of this method of burning coal. A paper entitled "Pulverized Fuel in some Commercial Aspects," which was recently read by A. J. Taylor before the Institution of Engineers and Shipbuilders in Scotland, dealt principally with the results which have already been achieved on land where pulverized coal has been employed. It also served to show the advantages of the system both from the operating and the financial point of view, and it must have been in the minds of many marine engineers present as well as in the minds of those who have subsequently studied Mr. Taylor's paper that there should be corresponding advantages if some system of using puverized coal could be successfully developed for use on shipboard. So far, the use of pulverized coal has made greatest headway in the United States, and the peculiar position which the mercantile marine of this country occupies in relation to the main sources of supply of the two vital fuels, coal and oil, would indicate that we have everything to gain by the successful development of a system for utilizing pulverized coal on shipboard, since the great advantages of this type of fuel can be summed up in the statement that both as regards the method of burning and the method of control it very closely resembles oil fuel, the supplies of which are more or less uncertain even in America.

The question then arises, how might this fuel be made available for burning in the furnaces of a ship's boilers? It must be recognized at the outset that the possibility of taking on board bunkers consisting of pulverized coal while remote is worth considering, coal in this form being no more dangerous than oil. But if the use of pulverized coal involved the necessity of always having to bunker with this material, its greatest advantage would at once disappear. One of the reasons why the use of pulverized fuel is making such rapid headway is that the original coal employed can be of the lowest grade possible; indeed, the waste which at present is either left down in the mine or remains above practically unsalable is being successfully burned by this process, so that the ship equipped with this system would have the advantage of being able to bunker at any port no matter how poor the grade of coal available might be. If then, the fuel as taken on board consists of coal in some form or other, no matter how poor a quality that coal may be, it follows that some equipment must be installed for pulverizing the fuel before it is injected into the furnaces of the boilers. In large power stations on land, systems have been developed in which all the coal burned is treated in one large plant comprising magnetic separator, dryer, pulverizer and aerator, and while of course there is obviously a certain measure of economy in this procedure, it would appear as though the "unit" system in which a single piece of apparatus is used capable of dealing with every process between the receiving of the coal in the hopper and its discharge as fine dry pulverized fuel to the pipes leading to the furnace fronts is the system which will ultimately be developed for use on shipboard, a unit being installed in each stokehold. These units are now available in various sizes capable of dealing with from 500 pounds of coal per hour and upward, and in them the complete operation comprising metal separation, drying, pulverizing and aerating is performed, the apparatus being driven by a single motor which is of only 12 horsepower for the smallest size mentioned above.

The injection of the finely pulverized fuel into the furnace and its subsequent combustion is in many respects a similar procedure to that with oil fuel, except that only a comparatively low pressure is required for the injection of the aerated coal dust into the furnace. It may be noted, however, that one of the greatest difficulties which has been encountered in land installations where pulverized fuel has been employed is the very high temperature obtained during combustion. This has involved the use of very large furnaces, otherwise the ash which is rejected from the burning fuel accumulates at the bottom in a molten or semi-molten mass. This would appear to suggest that the ordinary cylindrical furnaces of a Scotch marine boiler would be hardly suitable for use with pulverized fuel, although with small burners and a low rate of combustion the difficulties might not prove so great as in high capacity land boilers. The problem of dealing with the ash, particularly if low grade coal is employed, is also one which would require careful attention. But the advantages which follow the use of pulverized fuel, particularly the lower fuel bill,the reduction in stokehold personnel and the greater degree of control over the temperature in the furnaces, all these are points which should appeal to the shipowner and manager, while the degree of success, particularly from a financial point of view, achieved on land should encourage the endeavor to find a solution of the problem of using pulverized coal on shipboard.

Detroit Traffic Alone Would Justify Channel

In the rivers and harbors congress at Washington a prominent place on the program was given to an address by Hon. W. P. Bradley of Detroit, on the subject, "The Great Lakes and the Industrial Development of Detroit."

Mr. Bradley reviewed the paramount influence of the Great Lakes in the beginnings of Detroit's growth and the present value of the existing channels. He touched on the service established by the Ford company, by the Great Lakes and St. Lawrence, to South America, the Southern Atlantic ports and the Gulf.

From that he went on to a brilliant analysis of the lakes-to-ocean project as it will affect industrial Detroit.

By this route "Detroit manufacturers can reduce their annual freight bill between Detroit and the Atlantic seaboard from $80,000,000 to $50,000,000." They can make a like saving in their freight to Liverpool. They can make deliveries in Liverpool in a little less time than it now takes to extricate them from the New York terminals.

"The St. Lawrence waterway," he said, "eliminating the Detroit-New York rail haul and the New York terminal cost, would pay for itself, from Detroit trade alone, in one generation."

Contracts have been let by the Union Steamship Co. of British Columbia for constructing three coastwise liners, two to be day passenger ships, and the third for service to Alaska. The vessels will be built by the Coaster Construction Co., Ltd., Montreal, Que. The new vessels are to be 230 feet in length. The day service steamers will have a speed of 15½ knots.

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name	Date	Nature	Place	Damage Resulting
Agawa	Dec. 13	Hav. weather	Lake Superior	Leaking
Athelmere	Dec. 12	Hev. weather	Bremerhaven	To steering gear, etc.
Alpena	Dec. 12	Not stated	St. Andrews Bay, Fla.	Sunk;abandoned
Andalusier	Dec. 15	Collision	Antwerp	Damaged
Atlantic Coast	Dec. 15	Disabled	Boston	To sails
Astero	Dec. 2	Ashore	Rasel Amar	Floated
Anglo Egyptian	Dec. 23	Struck bank	Panama Canal	Leaking
Arcadian	Dec. 10	Ashore	Shingles	Floated
Admiral Sebree	Dec. 20	Aground	San Francisco	Floated
Arwyco	Dec. 31	Disabled	Halifax	To steering gear
Adige	Jan. 6	Ashore	Buenos Aires	Floated
Algerier	Dec. 22	Aground	Santa Fe	
Albatros	Dec. 22	Struck rocks	Krabben	To plates
Arnold Maersk	Dec. 23	Ashore	Stensund	Floated, sl.
Binnendijk	Dec. 11	Struck subm. object	Delaware River	Leaking
Beograd	Dec. 8	Collision	Trieste	Damaged
Barge No. 16	Dec. 27	Fire	New York	Considerable
Bras D'or	Dec. 11	Fire	Port Hawkesbury	Burnt to water's edge
Borghild	Dec. 19	Stranded	Stora Svarto	To engine and tanks
Burbo	Dec. 23	Collision	Liverpool	To suc. pipe
Chicago	Dec. 12	Disabled	Vigo	Leaking
Carlier	Dec. 12	Ashore	Flushing	Floated
Castine	Dec. 12	Not stated	Mississippi River	Leaking
Cyrille Danneels	Nov. 27	Beached	River Humber	Hull badly holed
Connemara	Nov. 28	Ashore	Dalby	Total loss; floated
Charles Rouse	Nov. 27	Collision	Marseilles	Slight
City of Victoria	Dec. 17	Collision	River Scheldt	Not known
Commodore Rollins	Dec. 3	Ashore	Ora Cabeza	Not stated
Cadillac	Dec. 19	Collision	River Humber	Damaged
Columbus	Dec. 22	Hev. weather	Bremen	Lost anchor
City of Flint	Dec. 21	Ashore	Leith	Floated
Cairnmona	Dec. 23	Disabled	Halifax	To prop.
Carlier	Dec. 12	Ashore	Bats	Not stated
Coal Digger No. 1	Jan. 2	Fire	New York	Considerable
Connes Peak	Jan. 3	Ashore	River Scheldt	Floated
Canadian Seigneur	Jan. 5	Collided pier	Halifax	To bow
Chesham	Dec. 23	Disabled	Gibraltar	Boil. leak.
Columbus	Dec. 22	Hev. weather	New York	Lost starbd. anchor
Claremorris	Dec. 23	Ashore	Off Portpatrick	Total loss
Chingford	Dec. 23	Ashore	Near Crail	Not stated
Diomed	Dec. 1	Collision	Shanghai	Considerable
Dashwood	Dec. 3	Collision	Rouen	Not known
Denambuc	Dec. 3	Collision	Rouen	To bow
Delapan	Dec. 10	Disabled	St. Thomas	Leaking
Domira	Dec. 24	Collision	Erie Basin	To prop. and gear
El Oriente	Dec. 16	Fire	New York	Slight
Edith Cavell	Dec. 4	Ashore	Cayenne	Floated
E. T. Bedford	Dec. 22	Ashore	San Pedro	Floated
Elmsgarth	Dec. 8	Fouled	Hamburg	Slight
Esther Elina	Dec. 10	Ashore	London	Floated
Eagle	Dec. 23	Ashore	Anacortes	Floated
Eugene Hughes	Dec. 28	Collision	Fall River	Damaged
E. R. Haggett	Jan. 2	Ashore	Virginia Beach	Not stated
Evelyn & Ralph	Dec. 6	Aground	Off Nantucket	Total loss
Echo	Jan. 6	Not stated	Texas	Sank
Falernian	Nov. 28	Ashore coral rocks	Constantza	Leaking
Fengpu	Dec. 4	Fire	Shanghai	Serious
Fukki Maru	Dec. 11	Fire	Namoa Islands	Not stated
Folkvard	Dec. 12	Disabled	Fredrikshaven	Badly dam.
Fritiof	Dec. 12	Collision	Runcorn	Not stated
Fred W. Thurlow	Dec. 14	Disabled	Off Cape Cod	Not stated
Falkenhorst	Jan. 7	Disabled	Halifax	Lost 3 anchors
Forestash	Dec. 23	Collision	Hamburg	Undam.
Grand Haven	Dec. 13	Aground	Grand Haven	To prop. wheels
Governor Foss	Dec. 11	Disabled	Bay of Islands, N. F.	Dismasted
Guthorm Alsaker	Nov. 27	Disabled	Leith	Leaking
Gand	Nov. 27	Collided Quay	Havre	To bow plates
Gyptis	Dec. 1	Quicksand	Bordeaux	Total loss
Gerda	Dec. 8	Struck subm. object	Cuxhaven	To prop.
Greenisland	Dec. 8	Ashore	Belfast Lough	Not stated
Galveston	Dec. 26	Not stated	New York	Sank; raised
Galatea	Dec. 12	Collision	Runcorn	Damaged
Glenaster	Dec. 31	Ashore	Accra	Floated, leaking
Ginyo Maru	Dec. 31	Fire	Valparaiso	Not stated
Galena	Dec. 30	Ashore	Croatan Sd, N. C.	Not stated
Glen White	Jan. 4	Collision	Norfolk	Not stated
Grace Dalzell	Jan. 7	Collision	Galveston	To bow

Name	Date	Nature	Place	Damage Resulting
Hebe	Dec. 4	Ashore	Ouistreham	Floated
Hatchemere	Dec. 9	Collision	Llanhaiarn	To bow
Horden	Dec. 9	Collision	Hamburg	Leaking
Hope Sherwood	Dec. 31	Aground	Persacola	Total loss
Imbricaria	Dec. 1	Stranded	Vancouver	Floated, sl.
Iverness	Dec. 3	Aground	Harwich Harbour	Floated
Isabella R. Parmenter	Dec. 22	Hvy. weather	Yarmouth Sound	Badly dam.
Josiah Macy	Dec. 15	Disabled	New York	Eng. trouble
Janie	Dec. 9	Collision	Eddystone	Sunk
Joseph	Dec. 10	Not stated	Cleveland	Total wreck
Knut	Nov. 27	Aground	Kalmar	Floated
Kobe Maru	Dec. 2	Stranded	Hokkaido	Not stated
Kolyma	Dec. 9	Ashore	Holtenau	Floated
King Bleddyn	Dec. 31	Collision	Mobile	Damaged
Kalypso Vergotti	Jan. 3	Hvy. weather	Norfolk	Damaged
Kilmarnock	Dec. 20	Disabled	Milford Haven	Boiler leak.
Liebenfels	Dec. 2	Aground	Antwerp	Floated; sl. dam.
Lucerne	Dec. 4	Aground	Oporto	To bottom
Lewis Luckenbach	Dec. 26	Aground	Oakland Harbor	Floated
Liberty	Dec. 26	Aground	Clam Harbor	Not stated
London	Dec. 29	Aground	Salonica	Not stated
Lakewood	Jan. 7	Collision	New Jersey	To side
Monteret	Dec. 12	Disabled	New York	Leaking
Mangan	Nov. 27	Disabled	Brunsbutterlkoog	To motors
Moncousu	Nov. 28	Fouled by tug	Liverpool	To plate
Middleham Castle	Nov. 29	Touched bot.	Antwerp	Not stated
Mollosund	Dec. 2	Stranded	Kalmar	Floated
Mytho II	Dec. 3	Sprang leak	Saigon	Sank
Munmotor	Dec. 18	Fire	Galveston	Slight
Maria	Dec. 8	Collision	Trieste	Damaged
Munrio	Dec. 27	Collision	New York	Damaged
Medomsley	Dec. 11	Overturned	Athens	Sunk
Mexicano	Dec. 28	Collision	Fall River	Damaged
Mont Agel	Dec. 31	Collision	New Orleans	To bow, bulkhead
Montebello	Dec. 24	Struck mud	Pinol	Not stated
Morro Castle	Jan. 1	Disabled	Madeira	Boil. trouble
Mundelta	Jan. 1	Ashore	Old Pt. Rouse	Floated
Maiden Creek	Jan. 2	Aground	Middle Bay Buoy	Floated, to steering gear
Manaqui	Dec. 20	Disabled	Nantucket	Lost prop.
Manatawny	Jan. 5	Collision	Philadelphia	To bows
New London	Dec. 23	Collision	Thames River	Severely
New Londoner	Dec. 8	Stranded	Banjaard	Floated
Norwalk, N. Y.	Dec. 27	Collision	New York	Damaged
Nancy Hanks	Dec. 31	Aground	Charleston	Not stated
Newport News	Dec. 29	Fire	Pine Dock	Total loss
Orland I	Dec. 23	Collision	Liverpool	Not stated
Peileen	Dec. 9	Ashore	Miquelon	Total loss
Promus	Dec. 23	Ashore	Nieuwe Diep	Not stated
Rydal Force	Dec. 2	Ashore	Islandmages	Floated
Romance	Dec. 17	Ashore	Cape Judith	Leaking
Rose Castle	Dec. 9	Aground	Maasluis	Not stated
Sarcoxie	Dec. 12	Aground	Bergen Pt., N. J.	Floated
San Pedro	Dec. 15	Ashore	Grays Harbor	Floated
Saguache	Nov. 27	Ashore	Brunsbuttelkoog	Floated
Sakaki Maru	Dec. 1	Collision	Shanghai	To deck
Scottish Borderer	Dec. 19	Ashore	Gjedser Reef	Floated
Sappho	Dec. 9	Ashore	Antwerp	Floated
Sinsinawa	Dec. 30	Ashore	London	Floated
Sulanierco	Dec. 31	Collision	Mobile	Not stated
Seagul	Jan. 4	Disabled	New York	Lost rud.
Spes	Jan. 5	Struck bot.	Fort Washington	Leaking
Sachem	Jan. 5	Disabled	St. Johns	Lost rudder
Shenandoah	Jan. 7	Aground	North Point	Floated
Starr	Dec. 22	Ashore	East Harbour Alaska	Floated
Trio	Dec. 3	Ashore	Curshaven	Not stated
Tarnan	Dec. 9	Collision	Thames	Unknown
Tamalpais	Jan. 7	Disabled	San Francisco	To prop. blade
Themis	Dec. 23	Ashore	Bergen	Not stated
Ulooloo	Jan. 2	Ashore	Seabright	Floated
Valnegra	Dec. 16	Disabled	Bermuda	To st. pipe
Volo	Nov. 27	Ashore	Woolston	Not stated
Versailles	Dec. 12	Aground	Newhaven	Floated, to stem
Vithinia	Dec. 22	Ashore	Laurui, Harbor	Leaking
Wm. Campion	Dec. 11	Aground	Pea Patch Shoal	Floated
West Caddoa	Dec. 16	Disabled	New Orleans	To hand and steam str.
W. L. Steed	Dec. 31	Collision	New Orleans	To bow
Wilfred	Jan. 1	Str. subm. obj.	Port Elizabeth	Leaking
William Rockefeller	Jan. 4	Stranded	Off Jupiter	Not stated
Yewglen	Dec. 9	Collision	Bremen Harbour	To bows

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From the Old Log Book

Stray Items About the Great Lakes, Atlantic, Pacific and Gulf Coasts and Inland Rivers from MARINE REVIEW Files of 10, 20, 30 and 40 Years Ago

February 1885

PRESIDENT ARTHUR issued a proclamation suspending the tonnage tax on all vessels arriving in the United States from any port in the province of Ontario, of San Juan, and other places, the governments of said provinces having notified the President that they do not collect taxes from American vessels. This measure went into effect on Feb. 3, 1885. **Tonnage taxes are still a moot question.**

* * *

Representative Nichols introduced a bill appropriating $50,000,000 for the establishment of a navy yard and depot of supplies at Brunswick, Ga. **Where is it?**

* * *

James E. Simpson of Simpson & Sons, contractors for the drydock at St. John's, N. B., said that St. John's had the largest drydock in the world. This dock, which is still in operation, is 600 feet long on top, and 558 feet upon the line of keel blocking. Its breadth is 132 feet at the widest part, and 85 feet at the abutment or entrance. It is built of wood and its cost was $550,000. Messrs. Simpson rented it from the government for 10 years at $5000 per annum. The work commenced in June, 1883, and according to the terms of the contract, was to have been finished on June 1, 1885, but instead was completed ahead of time in December, 1884.

* * *

Times have changed since the writing of the following editorial on the "Lake Michigan and Detroit River Ship Canal."

"As long as the Dominion of Canada is an appendage of Great Britain, the necessity of the canal is apparent, as a military route. Its inland character and the saving of time and distance in the transportation of gunboats, men-of-war, and heavy ordnance, would seem to make it a military necessity, in case of war with Great Britain."

February 1895

AN EARLY marine disaster is recorded in the sinking of the North German Lloyd Atlantic liner ELBE with the loss of 355 persons. The ELBE was bound for New York by way of Southampton and was sunk by collision in the North Sea off the coast of England.

* * *

George Uhler, now inspector general of the United States steamboat inspection service, then national president of the Marine Engineers' Beneficial association, formally requested the Lake Carriers' association to give the marine engineers of the lakes a hearing on matters pertaining to wages before a schedule of wages was fixed for another season.

We don't know what was done about this, but the Lake Carriers are still paying the highest American wages without the aid of any union.

* * *

Under the heading of "Better Than Thirty-three Miles an Hour," particulars of the trial of the torpedo boat chaser Boxer, were given. The Boxer the article continued, was the fourth of the vessels of this type built by J. I. Thornycroft & Co. of Southampton, Eng. Each in turn beat the record and were in their day the four fastest ships in the world. This speed attained 30 years ago, has since been exceeded, to be sure, but up to the present time is still considered very fast.

* * *

Harvey Goulder, admiralty lawyer, we learn sailed before the mast and gained a practical knowledge of navigation that has proved of great value to him in his profession.

* * *

Thirty years ago American steamship owners were complaining just as they do today at the high cost of shipbuilding in their own country as compared with abroad. The difference then was said to be 30 per cent.

February 1905

AN EFFECTIVE cartoon showed a ship marked AMERICAN MARINE ice bound in huge floes, called "lack of government aid," surrounded by icebergs called "British subsidy," "German competition," "French subsidy" and "Norwegian competition.' The plight then of the American merchant marine was much the same as it is now, except that now we have government aid of a kind which we might be better off without.

* * *

Mr. Robert Haig, then Lloyd's surveyor at Philadelphia, and now vice president of the Sun Shipbuilding & Drydock Co., Chester, Pa., in a paper read at the annual meeting of the Engineers' club of Philadelphia, discussed the use of fuel oil and several other interesting features of marine engineering. In view of the present almost universal use of fuel oil the comments in the paper proved to be quite accurate. Mr. Haig came to the conclusion that the drawbacks at that time to its wide use for ships seemed to be more commercial than mechanical.

* * *

Homer L. Ferguson, then an officer of the construction corps of the navy, was appointed superintendent of hull construction at the Newport News Shipbuilding & Drydock Co. Mr. Ferguson is now president and general manager of this company, a position he has held with notable success since the loss of Mr. Hopkins on the Lusitania in 1915.

February 1915

THE twenty-second annual meeting of the Society of Naval Architects and Marine Engineers was characterized as a brilliant gathering, and Homer L. Ferguson's address at the banquet as "thoughtful."

In an address, Stevenson Taylor pointed out that the idea of electrical propulsion of ships originated in America and that an installation of this type of drive was contemplated for a battleship. Now all of the newer first line ships are electrically driven. This proves that there has been a tremendous engineering development in a remarkably short period of time, a development for which the engineering skill and initiative of our navy and of the great electrical companies are directly responsible.

* * *

During the year 1914, twenty-eight vessels were lost upon the Great Lakes. Of this number 15 were lost by fire. Undoubtedly, of the losses occurring now, no such proportion is due to fire, as the protection against fire both in methods of detecting and extinguishing has shown a great advance.

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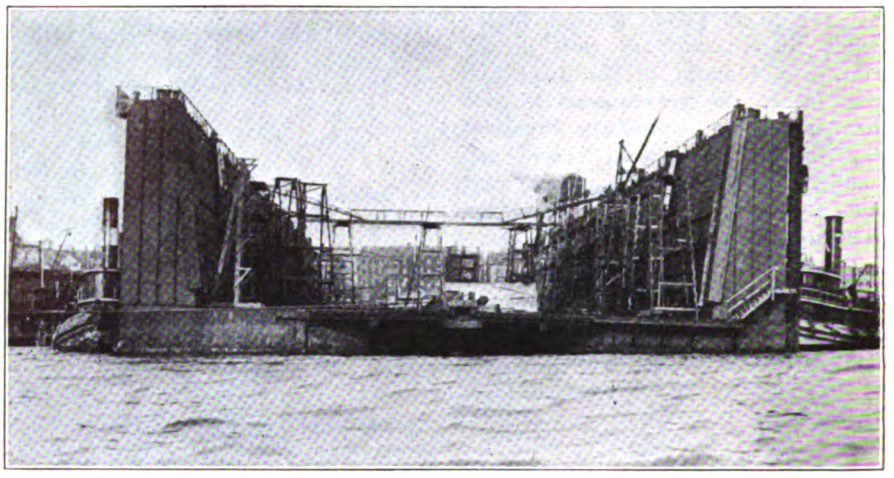
Moves Large Drydock

In moving its large floating drydock from Fore River, Mass., to Boston harbor, the Bethlehem Shipbuilding Corp. is carrying out its policy announced some time ago of making the Boston plant strictly a repair plant and of doing new construction only at Fore River. About two years ago the Bethlehem Shipbuilding Corp. bought the plant of the Simpson Drydock Co. at Boston and soon after started building a new pier and dredging in preparation for the large floating drydock stationed at Fore River. The new pier is practically complete and the dock has recently been successfully moved to its new home. This drydock, which was built in 1921, is one of the largest floating docks in the country. It has a lifting capacity of 10,000 tons and will accommodate vessels up to 525 feet long. In moving the dock the chief difficulty was in passing the Quincy draw bridge. The clearance at this point was only a few inches. Five tugs under carefully worked out centralized control eased the large dock through this narrow space without mishap.



BETHLEHEM SHIPBUILDING CORP. MOVES ITS LARGE FLOATING DRY DOCK FROM FORE RIVER, MASS., TO BOSTON

Wants Uniform Ship Measuring Rules

According to word received from Geneva, the subcommittee for ports and maritime navigation of the League of Nations has drawn to the attention of the international shipping conference the desirability of creating an international expert arbitration committee to adjudicate any case or disputes with a view to facilitating the acceptance by all governments of the tonnage registered in any country without such government being entitled to insist on a fresh measurement.

The subcommittee also believes that all authorities should adopt a uniform method of tonnage measurement for all parts of vessels and that they should accept the tonnage registered in any country without requiring another measurement except when appeals have been made.

In the opinion of the subcommittee, the method of tonnage measurement should be based on the Moorsom system, but it would be advisable to appoint an expert committee to settle the methods of applying this system, particularly the setting up of an international expert arbitration committee to decide in case of appeal, and to submit a report on this subject. The subcommittee is of the opinion that it would be premature at present to endeavor to adopt a uniform basis for the calculation of duties.

The general officers are requested to provide for the establishment of this expert committee, it being understood that there shall be no overlapping of the work of this committee with the work of the committee set up by the international shipping conference.

The committee appointed by the advisory and technical committee of the League of Nations shall keep in touch with the work of the committee appointed by the international shipping conference and shall not itself undertake an examination of the question until it is of opinion that the work of the international shipping conference provides a basis adequate for the preparation of proposals for submission to the several different governments.

What's Doing Around Lake Michigan

IN CONNECTION with a project to widen and extend several streets to relieve congestion in the loop district, city officials of Chicago are again talking of demanding the right to build fixed bridges across the Chicago river. It is pointed out that shipping in and out of the river is negligible compared with that handled east of Michigan avenue, at the municipal pier and at South Chicago, Indiana Harbor and Gary, and that the rights of traffic from the north and west sides outweigh that of river shipping.

Federal engineers say they will not entertain such a proposition until the city has provided, possibly in the Calumet district, a harbor and a lake connection for the Gulf-to-Lakes waterway. In any event, practically all of the bridges now spanning both branches of the Chicago river, and the proposed LaSalle street bridge, are of the bascule type. Probably the International Harvester Co., which handles both export and import material at its Deering works on the north branch, and other river interests will have something to say when the city presses the matter. Obstruction to navigation could not be entirely avoided.

On Feb. 24 a $4,000,000 bond issue submitted by the south park commission of Chicago, largely for a bridge across the mouth of the Chicago river at the foot of the municipal pier, comes up at the polls. The bridge would have a span of 300 feet with a 100-foot roadway and connect north and south side boulevards. Steamers docking in the river east of Michigan avenue, including the Goodrich fleet, which are now free of bridge restraint, will lose an advantage over other lines if this issue carries.

TWO new passenger services are to tap the port at Chicago this summer. The Detroit & Cleveland Navigation Co. is planning two sailings a week between Chicago and Detroit. The Calumet Steamship Co. will offer daily service between Chicago and East Chicago, Gary and Michigan City. The house flag of the Graham & Morton line, which has been absorbed by the Goodrich Transit Co., will be absent for the first time in fifty years.

* * *

THE Jones & Laughlin Steel Corp., Pittsburgh, continues to fill-in and shape up its property on the Indiana Harbor ship canal, above the Standard Oil Co. dock, and the Calumet district believes it will be only two or three years before iron ore, coal and limestone will be freighted up the canal. At this

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time the Youngstown Sheet & Tube Co. and the Inland Steel Co., with their Indiana works flanking the entrance to the canal, and the Standard Oil Co., which loads its two steamers and barges up the canal, provides most of the canal's activity.

* * *

REVIEWING conditions in 1924, H. W. Thorp, president and general manager of the Goodrich Transit Co., says:

"The business of the passenger and package freight steamship lines on Lake Michigan in 1924 was not what we had hoped for. Freakish weather, especially during the summer season, seriously affected the passenger business of all Lake Michigan lines. Excursions and short trips were the greatest sufferers. Freight business suffered on account of business conditions generally and the lines that tap the fruit belt of Michigan suffered most of all. The usually-heavy peach crop was missing. Trucks, too, have made more or less inroad upon business. The popularity of automobile touring trips also is a factor to be reckoned with. The economic improvement which has taken place since the November election should be reflected in the business of water and rail carriers generally. The year 1924 is behind us and we look forward to better things in 1925."

Cruise trips on the Great Lakes were well patronized in 1924, although the virtual absence of summer weather seriously affected the excursion and short-run business, states B. J. Kennedy, general passenger agent, Michigan Transit Co., and this form of vacation is becoming more popular each summer.

* * *

CHICAGO is a thousand miles or more from salt water, yet the $15,536,966 collected in customs duties in 1924 placed Chicago second only to New York. Iron ore receipts at South Chicago and the Calumet river last year totaled 4,578,345 tons; receipts at Indiana Harbor and Gary, which are in the Chicago district but within the state of Indiana, were even larger. Rye, limestone and flaxseed followed iron ore in tonnage. Shipments of grain by water from Chicago included 47,578,705 bushels of wheat, 14,343,858 of corn and 7,703,199 of oats.

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to Jan. 20, 1925 on Future Loadings

NOTE: FREIGHT RATES STEADY WITH SLIGHT CHANGE FOR GRAIN

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel	REMARKS Freight Offered
Liverpool	2s 6d‡	$0.50	$0.30 to 0.45	$0.21	$0.40	$0.75	$7.00T	Fair
London	2s 6d‡	0.50	0.45	0.21	0.40	0.75	7.00T	Fair
Oslo	$0.20	0.45	0.50	0.27	0.42½	0.85	8.00T	Fair
Copenhagen	0.18	0.45	0.40	0.26	0.42½	0.85	8.00T	Good
Hamburg	0.14	0.35	0.35	0.22	0.37½	0.75	8.00T	Good
Bremen	0.18	0.35	0.45	0.22	0.37½	0.75	8.00T	Fair
Rotterdam and Amsterdam	0.13	0.32½	0.40	0.20	0.35	0.70	7.50T	Fair
Antwerp	0.11	0.32½	0.35	0.22	0.35	0.70	7.00T	Fair
Havre	0.16	0.50	0.35	0.27½	0.40	0.75	8.00T	Poor
Bordeaux	0.16	0.50	0.35	0.27½	0.40	0.75	8.00T	Poor
Barcelona	0.20 to 0.25	12.00T	0.30	10.00T	—12.00T—		10.00T	Fair
Lisbon	0.20	0.65	0.40	7.00T	—20.00T—		7.00T	Fair
Marseilles	0.17	0.55	0.50	6.72T	—20.00T—		5.00T	Improved
Genoa	0.18	11.50T	0.40	8.00T	—17.00T—		10.00T	Very Good
Naples	0.18	11.50T	0.40	8.00T	—17.00T—		10.00T	Very Good
Constantinople	0.27½	17.00T	0.75	0.32½	—20.00T—		9.00T	Fair
Alexandria	None	17.00T	0.75	0.32½	—20.00T—		9.00T	Good
Algiers	0.22	0.75	0.75	0.40	—20.00T—		7.00T	Very Slow
Dakar	.....	14.50T	.....	12.00T	—20.00T—		10.00T	Good
Capetown	8.00T	12.00T	.....	10.00T	—12.00T—		9.00T	Very Good
Buenos Aires	.....	18.00 to 20.00T	.....	.....	18.00 to 20.00T†	8.00 to 8.80T		Good
**Rio de Janeiro	.....	19.00 to 21.00T	.....	7.00 to 7.70T	19.00 to 21.00T†	7.00 to 7.70T†		Fair
Pernambuco	.....	22.00T	.....	9.00T	—22.00T—†		9.70T†	Fair
Havana	0.22½ to 0.27½*	0.42½*	.....	0.22½*	0.54*	1.08*	0.20*	Fair
Vera Cruz	0.25	0.40	0.45	0.25	0.52½	1.05	0.30 to 0.35	Fair
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	10.00T	Slow
San Francisco	.....	0.40 to 0.70	.....	0.50 to 1.10	....	2.50	0.55 to 1.00	Good
Sydney	.....	18.00T	2.50	18.00T	18.00-24.00T		9.00-12.00T	Fair
Calcutta	.....	16.00T	0.60	12.00T	—16.00T—		10.00T	Good

T—Ton. ‡Per quarter of 480 lbs. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.
**Plus $1.00 surcharge on all rates to Rio de Janeiro on account of congestion.

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$5.00
South California	5.00 to 6.00
Hawaiian Islands	9.00 to 10.50
New Zealand	11.00 to 13.00
Sydney	12.00 to 13.00
Melbourne-Adelaide	12.00 to 14.00
Oriental Ports	10.00 to 11.00
Oriental Ports (logs)	10.00 to 11.00
Peru-Chile	11.00 to 14.00
South Africa	17.00 to 18.00
Cuba	13.50 @ 15.00
United Kingdom	80s to 90s
United Kingdom (ties)	70s to 80s
Baltimore-Boston range	$13.00 to 15.00
Baltimore-Boston range (ties)	Not quoted
Buenos Aires	14.00
Flour and Wheat	
U. K. and Continent (gross ton)	27s 6d to 30s

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	25	0
Coal, South Wales to Near East	10	5
Coal, United Kingdom to Buenos Aires	10	10
Manganese Ore, Poti to Philadelphia	$4.00	
Pig iron, United Kingdom to New York or Philadelphia	15	0
Iron ore, Bilbao to Glasgow	7	0
Iron ore, Huelva to Phila. or Balto.	10	6

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 9, 1924	$5.25@6.50	$1.41½	4.63@5.42c
April 8	4.50@6.50	1.66½	5.51c
July 21	4.50@6.25	1.81½	5.16@5.65c
Oct. 21	5.00@6.05	1.81½	4.91@5.16c
Nov. 22	5.00@6.05	1.81½	4.91@5.50c
Dec. 22	5.25@6.05	1.86½	5.15@5.50c
Jan. 20, 1925	5.25@6.05	1.86½	5.50c

At Philadelphia

	Coal trim. in bunk. per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 9, 1924	$5.50@6.30	$1.415	3.86c
April 8	4.85@5.85	1.955	5.41@5.65c
July 21	4.85@6.00	1.945	5.40
Oct. 21	5.00@5.80	1.815	4.90c
Nov. 22	5.00@5.80	1.815@1.83	4.90@5.14c
Dec. 22	5.25@5.80	1.865	5.15c
Jan. 20, 1925	5.25@5.80	2.06	5.41@5.65

Other Ports

Boston coal, per ton . $6.75
Boston, oil, f. a. s., per barrel $1 52
Hampton Roads, coal, per ton f.o.b., 4.35@4.75
Cardiff, coal, per ton . 16s 6d
London, coal per ton 22s 6d
Antwerp, coal, per ton 24s 0d

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December 1924.	423	1,673,567	470	1,822,485
November	392	1,709,329	456	1,921,088
October	459	1,915,122	540	2,332,411
September	476	2,072,324	483	2,026,172
August	406	1,650,694	479	2,018,621
July	491	1,937,802	525	2,081,663
June	465	1,882,471	495	2,014,598
May	466	1,811,769	520	2,046,833
April	469	1,814,848	504	1,958,579
March	418	1,517,503	459	1,694,905
February	378	1,467,340	445	1,738,675
January	370	1,513,056	434	1,749,172
December, 1923.	383	1,507,914	445	1,658,423

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	71	179,994	61	188,667
November	85	220,852	59	174,470
October	75	171,465	52	137,653
September	82	192,900	66	161,925
August	86	192,777	57	138,280
July	90	195,704	63	149,736
June	94	214,439	75	179,939
May	99	219,934	76	216,237
April	82	195,774	82	232,501
March	80	203,260	66	190,240
February	86	224,309	64	186,373
January	60	151,915	53	155,550
December, 1923.	78	227,055	64	190,644

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	100	278,347	52	125,332
November	97	310,423	55	149,777
October	128	327,931	82	179,963
September	113	308,352	75	183,286
August	120	293,661	91	176,563
July	139	351,477	99	193,747
June	147	283,982	110	200,026
May	122	260,300	100	219,216
April	100	282,324	63	165,557
March	89	262,438	50	132,863
February	99	307,627	44	133,504
January	84	250,335	47	116,832
December, 1923.	102	285,125	48	130,115

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	30	86,088	29	78,076
November	15	26,281	12	19,616
October	11	12,506	15	24,551
September	19	42,910	16	34,813
August	24	52,400	25	54,739
July	18	43,926	22	49,365
June	20	34,631	19	31,911
May	19	33,970	21	40,832
April	17	75,406	21	91,045
March	23	79,648	22	72,517
February	20	67,476	22	69,594
January	22	56,749	23	59,235
December, 1923.	29	104,724	26	100,583

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
November, 1924.	11	45,232	8	37,967
October	6	16,071	8	14,522
September	7	20,038	5	21,937
August	7	21,863	5	18,916
July	8	27,747	7	28,730
June	5	21,875	4	8,456
May	10	23,795	4	17,931
April	9	30,592	6	18,959
March	7	33,895	6	23,517
February	10	39,388	8	35,256
January	8	33,215	7	28,927
December, 1923.	12	43,345	7	23,294
November	5	23,038	6	15,700

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	105	326,907	99	291,045
November	105	325,934	97	305,601
October	101	297,822	118	355,500
September	94	282,861	100	289,324
August	90	278,346	105	329,470
July	106	318,585	106	318,182
June	117	339,212	104	298,765
May	122	369,797	126	378,501
April	112	329,900	106	310,159
March	98	297,869	110	331,665
February	98	310,158	107	335,108
January	85	270,169	99	315,804
December, 1923.	117	365,142	110	354,229

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
October, 1924	39	95,375	71	227,247
September	30	83,640	80	251,466
August	27	80,338	94	281,959
July	30	78,138	102	301,920
June	36	105,301	83	235,667
May	27	73,846	94	269,752
April	27	82,382	83	234,550
March	19	55,501	81	243,065
February	36	105,233	90	259,085
January	31	96,074	79	249,575
December, 1923.	30	86,444	75	219,325
November	24	65,263	83	239,807
October	18	56,473	65	188,805

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
November, 1924.	36	109,623	39	115,168
October	35	101,689	31	93,380
September	34	94,422	36	100,903
August	25	71,138	25	68,527
July	23	56,548	25	64,981
June	29	77,096	25	66,483
May	36	94,106	35	92,503
April	23	63,518	25	67,087
March	31	82,928	34	90,122
February	28	84,961	30	89,399
January	28	88,627	32	96,979
December, 1923.	26	72,541	21	64,973
November	24	75,739	23	67,551

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	77	90,316	72	83,706
November	90	101,387	84	102,408
October	75	92,284	72	89,364
September	84	103,588	83	98,063
August	81	93,805	82	94,682
July	94	110,228	91	106,127
June	54	65,770	58	71,102
May	98	110,675	95	104,661
April	92	95,435	85	90,677
March	103	112,577	89	97,276
February	83	85,118	78	84,078
January	69	79,224	70	82,775
December, 1923.	71	88,377	71	91,121

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	84	165,352	80	165,325
November	80	169,400	73	156,327
September	80	176,416	71	160,717
August	75	145,597	73	147,681
July	77	161,386	81	166,218
June	90	196,589	73	164,783
May	74	146,668	80	157,655
April	80	158,109	70	133,920
March	83	178,637	84	182,491
February	79	168,182	86	174,517
January	81	158,416	83	159,081
December, 1923.	83	165,163	75	156,579

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	277	776,064	257	735,100
November	247	713,667	250	735,984
October	267	757,738	279	768,630
September	248	677,631	237	640,301
August	247	645,151	252	676,881
July	241	650,671	250	687,005
June	240	622,326	223	588,554
May	260	703,950	264	696,397
April	249	646,315	262	653,740
March	225	542,040	222	538,642
February	217	604,411	227	610,455
January	217	595,087	220	588,703
December, 1923.	239	632,193	231	634,300

Houston

(Cargo tonnage)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
October, 1924..	..	34,945	...	192,986
September	94	50,710	90	171,229
August	82	66,665	84	114,966
July	59	77,062	57	288,417
June	65	74,794	72	336,312
May	72	64,937	71	362,350
April	78	76,466	73	337,757
March	88	113,064	87	411,715
February	62	82,601	65	228,178
January	60	55,037	58	267,066
December, 1923.	74	73,876	70	304,359
November	84	83,490	82	350,703
October	75	24,076	70	268,416

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	63	190,311	107	341,705
November	100	342,472	126	408,277
October	77	238,918	120	386,412
September	65	189,293	112	350,173
August	61	177,941	87	268,774
July	52	147,279	58	172,847
June	41	133,079	55	170,181
May	58	148,758	69	200,846
April	54	154,343	67	196,610
March	57	176,379	88	287,398
February	55	152,950	80	236,761
January	70	210,110	96	317,105
December, 1923.	71	219,767	106	313,231

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	153	343,151	118	276,302
November	195	310,425	121	223,778
October	156	290,697	184	285,871
September	128	333,989	136	277,479
August	96	301,744	76	239,441
July	96	337,767	74	275,993
June	102	307,659	67	258,827
May	91	290,863	75	246,104
April	100	281,343	72	251,237
March	117	272,831	95	232,805
February	135	315,365	102	237,379
January	107	246,203	124	241,859
December, 1923.	165	285,919	103	261,322

San Francisco

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	59	231,805	83	314,541
November	73	251,022	82	318,615
October	64	234,894	72	243,898
September	67	225,161	65	220,507
August	61	219,133	65	230,938
July	49	179,671	72	232,262
June	54	188,984	57	196,854
May	63	226,130	62	197,082
April	52	161,682	72	172,155
March	57	190,588	62	210,134
February	53	185,226	59	211,896
January	65	215,020	68	229,206
December, 1923.	63	209,105	68	234,960

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Marine Business Statistics Condensed

Port Traffic Record

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	17	64,756	29	115,186
November	27	105,529	36	137,696
October	24	92,077	43	159,017
September	26	97,923	36	128,205
August	22	78,722	31	118,526
July	11	45,451	22	84,195
June	20	72,801	29	104,309
May	16	58,889	21	72,663
April	26	90,286	33	115,504
March	27	103,891	32	118,406
February	23	85,301	35	130,528
January	12	47,848	25	97,674
December, 1923.	30	99,748	34	120,487

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	36	164,991	45	181,849
November	40	203,891	45	194,766
October	45	175,725	48	198,037
September	48	193,049	41	168,594
August	35	149,904	41	179,108
July	35	156,626	47	197,330
June	50	211,828	45	175,319
May	46	188,853	43	177,581
April	46	196,591	53	220,763
March	57	236,620	45	191,152
February	48	189,146	54	213,851
January	57	233,002	60	242,577
December, 1923.	48	206,466	52	224,112

Port Arthur

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances No. ships	Net tonnage
December, 1924.	34	101,609	41	122,869
November	32	107,737	32	90,726
October	47	144,763	54	159,034
September	42	120,636	38	105,700
August	42	116,626	32	89,698
July	47	130,595	47	115,750
June	54	146,819	43	131,654
May	50	143,452	40	105,296
April	46	105,294	49	121,408
March	48	134,343	49	140,682
February	46	130,269	45	116,511
January	40	132,585	43	139,346
December, 1923..	40	124,574	44	144,733

River Boat Bids

The Nashville Bridge Co. is the low bidder for the construction of two towboats to be used by United States engineers on the Ohio river. The company's bid for the two boats complete was $127,480. The Howard Shipyards & D. D. Co., Madison, Ind., is the low bidder for the construction of the steel hulls. Its bid was $25,473 for hulls of two boats. In the event the Howard company's bid is accepted, the government will build the superstructure of the boats, including decks and cabins and will install diesel engines. In all, five companies submitted bids for this work including Howard Shipyards & Dock Co., Nashville Bridge Co., Charles Hegewaldo Co., New Albany, Ind., Dravo Construction Co., Pittsburgh, and the Charles Ward Engineering Works, Charleston, W. Va.

Record of Traffic Through Panama Canal

		Atlantic to Pacific traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Pacific to Atlantic traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Total traffic through canal —Panama Canal— No. of ships	Net tonnage	Tons of cargo
1924										
November	American	94	525,989	284,850	81	429,037	687,581	175	995,026	972,431
	Foreign	104	459,388	325,310	105	458,117	663,852	209	917,505	989,162
	Totals	198	985,377	610,160	186	887,154	1,351,433	384	1,872,531	1,961,593
October	American	91	499,269	243,004	100	517,428	813,773	191	1,016,697	1,056,777
	Foreign	107	478,460	355,401	95	428,793	605,802	202	907,253	961,203
	Totals	198	977,729	598,405	195	946,221	1,419,575	393	1,923,950	2,017,980
September	American	101	538,461	217,845	104	577,306	969,667	205	1,115,767	1,187,512
	Foreign	92	451,676	346,610	98	408,770	578,142	190	860,446	924,752
	Totals	193	990,137	564,455	202	986,076	1,547,809	395	1,976,213	2,112,264
August	American	102	575,780	241,567	94	504,003	829,934	196	1,079,783	1,071,507
	Foreign	89	408,637	290,136	87	413,475	596,842	176	822,112	886,978
	Total	191	984,417	531,703	181	917,478	1,426,776	372	1,901,985	1,958,479
July	American	114	603,339	297,625	114	588,560	897,949	228	1,191,899	1,195,574
	Foreign	104	460,039	355,339	90	384,159	546,241	194	844,198	901,580
	Totals	218	1,063,378	652,964	204	972,719	1,444,190	422	2,036,097	2,097,154
June	American	103	546,903	250,651	104	559,615	908,343	207	1,106,518	1,158,994
	Foreign	90	434,266	346,111	80	387,255	517,745	170	821,521	863,856
	Totals	193	981,169	596,762	184	946,870	1,426,088	377	1,928,039	2,022,850
May	American	108	580,686	318,891	112	586,971	1,015,608	220	1,167,657	1,334,499
	Foreign	101	470,938	393,453	96	447,075	626,034	197	918,013	1,019,487
	Totals	209	1,051,624	712,344	208	1,034,046	1,641,642	417	2,085,670	2,353,986
April	American	116	644,601	313,744	116	609,241	982,701	232	1,253,842	1,296,445
	Foreign	86	391,997	321,285	85	407,332	540,991	171	799,329	862,276
	Totals	202	1,036,598	635,029	201	1,016,573	1,523,692	403	2,053,171	2,158,721
March	American	118	622,730	328,370	117	628,038	1,044,524	235	1,250,768	1,372,894
	Foreign	94	432,942	295,178	100	452,369	604,400	194	885,311	899,578
	Totals	212	1,055,672	623,548	217	1,080,407	1,648,924	429	2,136,079	2,272,472
February	American	105	564,637	314,419	115	633,608	1,036,697	220	1,198,245	1,351,116
	Foreign	114	535,277	365,396	84	375,357	527,104	198	910,634	892,500
	Totals	219	1,099,914	679,815	199	1,008,965	1,563,801	418	2,108,879	2,243,616
January	American	132	718,017	335,654	120	645,770	1,066,254	252	1,363,787	1,401,908
	Foreign	121	555,220	346,658	103	481,033	678,766	224	1,036,253	1,025,424
	Totals	253	1,273,237	682,312	223	1,126,803	1,745,020	476	2,400,040	2,427,332
1923										
December	American	143	760,701	316,251	127	708,126	1,115,399	270	1,468,827	1,431,650
	Foreign	135	607,041	418,027	101	440,623	644,957	236	1,047,664	1,062,984
	Totals	278	1,367,742	734,278	228	1,148,749	1,760,356	506	2,516,491	2,494,634
November	American	116	627,115	323,129	128	680,833	1,108,292	244	1,307,948	1,431,421
	Foreign	115	537,180	309,785	77	348,737	477,089	192	885,917	786,874
	Totals	231	1,164,295	632,914	205	1,029,570	1,585,381	436	2,193,865	2,218,295
		Vessels in Ballast								
1924										
November	American	35	221,439	0	2	7,988	0	37	221,616	0
	Foreign	26	93,815	0	4	7,988	0	30	101,803	0
	Totals	61	315,254	0	6	8,165	0	67	323,419	0
October	American	37	231,183	0	2	4,905	0	39	236,088	0
	Foreign	23	79,902	0	6	10,009	0	29	89,911	0
	Totals	60	311,085	0	8	14,914	0	68	325,999	0
September	American	47	271,374	0	1	4,107	0	48	275,481	0
	Foreign	17	94,556	0	3	8,954	0	20	103,510	0
	Totals	64	365,930	0	4	13,061	0	68	378,991	0
August	American	47	295,753	0	0	0	0	47	295,753	0
	Foreign	17	75,811	0	0	0	0	17	75,811	0
	Totals	64	371,564	0	0	0	0	64	371,564	0
July	American	51	297,489	0	5	6,747	0	56	304,236	0
	Foreign	21	99,346	0	5	5,084	0	26	104,430	0
	Totals	72	396,835	0	10	11,831	0	82	408,666	0
June	American	48	179,161	0	0	0	0	48	279,161	0
	Foreign	15	81,465	0	2	5,072	0	17	85,537	0
	Totals	63	360,626	0	2	5,072	0	65	365,698	0
May	American	48	277,628	0	1	209	0	49	277,837	0
	Foreign	13	71,134	0	3	4,635	0	16	75,679	0
	Totals	61	348,762	0	4	4,844	0	65	353,516	0
April	American	57	340,185	0	2	5,473	0	59	345,658	0
	Foreign	16	65,372	0	4	9,735	0	20	75,107	0
	Totals	73	405,557	0	6	15,208	0	79	420,765	0
March	American	59	341,151	0	0	0	0	59	341,151	0
	Foreign	22	109,162	0	3	9,295	0	25	118,457	0
	Totals	81	450,313	0	3	9,295	0	84	459,608	0
February	American	47	281,805	0	0	0	0	47	281,805	0
	Foreign	37	138,050	0	4	19,117	0	41	157,167	0
	Totals	84	419,855	0	4	19,117	0	88	438,972	0
January	American	66	396,712	0	0	0	0	66	396,712	0
	Foreign	45	191,380	0	2	9,269	0	47	200,649	0
	Totals	111	588,092	0	2	9,269	0	113	597,361	0
1923										
December	American	75	438,590	0	0	0	0	75	438,590	0
	Foreign	48	192,416	0	3	9,580	0	51	201,996	0
	Totals	123	631,006	0	3	9,580	0	126	640,586	0

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New Trade Publications

FUEL OIL SYSTEM—Mechanical atomizing of fuel oil by its apparatus and the benefits that follow are described in a catalog by the Morse Dry Dock & Repair Co. Nozzle and fan, the essential parts of the burner, are shown in detail and accessories to improve their use are also presented. Numerous installations are illustrated.

ASH CONVEYORS—A steam jet ash conveyor for plants having a large volume of ashes to be moved is given full description in a bulletin of the Conveyors Corp. of America, Chicago. Details of construction that make this system capable of handling large volume are shown by halftones and drawings.

DUST COLLECTORS—The J. W. Paxson Co., Philadelphia, has published a folder describing and illustrating the dust arrester of its manufacture. A number of the companies now using this type of equipment in connection with their plants also are listed.

DUST ARRESTERS—Among other information given in a bulletin on dust arresters, the American Foundry Equipment Co., New York, has included a table of knock-down dust arresters.

RUST PREVENTION—A preparation for rust prevention is described in a booklet by the American Rust Proof Co., New York. A steel disk is pinned on the cover, one half of which was treated with the preparation before the disk was exposed to the weather. One half is rusted and the other half is not.

FACTORIES—Frank D. Chase, Inc., Chicago, has published a folder showing reproductions of photographs of a number of plants and buildings built by this company. A partial list of companies for whom buildings have been built also is included.

FIREBRICK—There has just been issued by the Botfield Refractories Co., Swanson & Clymer streets, Philadelphia, a pocket-size booklet on firebrick. It contains a number of firebrick construction suggestions. Among these are, the proper method of laying firebrick for thin but firm joints; how to coat furnace walls and other firebrick construction to protect the brick and prolong its life; the method of filling up holes and depressions with an inexpensive patching mixture, saving many dollars of new construction costs; how to lay up single ring arches, in which any one ring or part of a firebrick can be replaced without removing other rings.

STEAM TURBINES—An improved steam turbine, specially designed for use with high pressure, high temperature steam, is described in a publication just issued by the De Laval Steam Turbine Co., Trenton, N. J., The turbine is of the impulse velocity stage type, so that the wheel case contains steam at exhaust pressure and temperature only. The steam inlet nozzle, governor valve bodies and steam chest are combined in the casing cover casting, thus not only reducing the area of high temperature radiating surfaces and eliminating joints subject to high pressure, but also keeping the high temperature steam away from the bearings, which do not require water cooling. The speed of the turbine is controlled by a governor mounted on the turbine shaft, the transmission levers being above the shaft in a readily accessible position, and the speed can easily be adjusted while the turbine is in operation. This line of turbines is built in capacities from 1 to 800 horsepower, and is designed primarily for noncondensing service, as in driving high and moderate speed machinery, such as small direct current generators, alternators, centrifugal boiler feed pumps, circulating pumps, blowers and compressors.

FIRE PROTECTION—Chas. Cory & Son, Inc., 183-87 Varick street, New York, are distributing a new catalog on their fire fighting equipment for use on ships and at docks and other marine properties. The equipment is quite generally used and provides a method of smothering the flames. Practical information for fire fighting in boiler rooms, at piers and docks, on tankers and against oil is included, making the catalog of value to all those interested in the marine business.

ARC WELDER—The sales department of the Todd Oil Burner & Engineering Corp., 25 Broadway, New York, describes a twin pole arc welder in a recent bulletin. Various designs are shown, all single operator type, and including stationary, belt driven, gasoline driven and portable types.

NON-SLIP FLOORS—In a series of small folders, the Norton Co., Worcester, Mass., calls attention to floor and stair tile, and treads and mosaics, suitable for marine and other uses.

Business News for the Marine Trade

McNab Corp. has been incorporated to deal in rudders, engines, motors, and to do a marine manufacturing business, with $5,000,000 capital, by Stewart M. Seymour, Thomas C. P. Martin and Charles MacGregor.

Linea-Sud-Americana has been organized with $200,000 capital, to operate steamships, motor boats, sailing vessels, etc., by George S. Brengle, Arlington, N. J.; P. J. R. McEntegart, Perry A. Hull and others.

National Lighterage Co., New York, has been incorporated for $30,000 to do a navigating business, by P. Rice, M. Whelan and J. F. Landrigan, with F. J. Knorr, Albany, N. Y., as attorney.

Herald Harbor Light & Harbor Co., Wilmington, Del., has been incorporated for $50,000 to purchase water rights and enter into navigation and marine business.

Ryan Stevedoring Co., Inc., Mobile, Ala., has been organized with authorized capital of $15,000 to do general stevedoring business, by John B. Waterman, John F. Ryan, Edward A. Roberts, H. Crawford Slaton and Frank L. Letherbury.

Chatham Lighterage Co., New York, has been incorporated for $30,000 by E. Cummings, E. V. Randall, and E. J. Brookins with F. J. Knorr, Albany, N. Y., as attorney.

Standard Unit Navigation Co., New York, has increased its capital from $10,000,000 to $15,000,000.

Staten Island Stevedoring Co., New York, has been incorporated for $50,000 to conduct a stevedoring business, by H. Sampson, F. A. Cornell and R. A. Kaltenmier, with W. Casey Jr., Tompkinsville, N. Y., as attorney.

Latin-American Fruit & Steamship Corp., Wilmington, Del., has plans for constructing warehouses and other buildings, requiring conveyors and material handling equipment.

Marine Iron & Ship Building Co., Wilmington, Del., has been incorporated with $300,000 capital to manufacture and deal in all kinds of marine machinery and hardware, by M. A. Bruce, T. L. Croteau and A. M. Hooven.

Pioneer Steamship Co., 1078 West Eleventh street, Cleveland, suffered slight loss in a fire which damaged wharves and ships in the Cuyahoga river recently.

Mason L. Williams, president of the Baltimore & Carolina Steamship Co., Baltimore, is reported to have plans for establishing a line between Baltimore and North Carolina.

Maj. Gen. Harry Taylor, chief of army engineers, has proposed expenditure of $1,345,887.88 for harbor improvement work, to be divided as follows: Cleveland, $473,727; Sandusky, $355,895.25; Huron, $79,288.31; Lorain, $173,200; Fairport, $165,238.25; Vermillion, $2000; Ashtabula, $104,481.07 and Conneaut, $84,167.89, all in Ohio.

Harmer Knowles Truck Corp., Ltd., Toronto, Ont., has been incorporated with $100,000 capital, to manufacture and deal in automobiles, boats and other conveyances, by John W. Rowland, James P. Manley and Clarendon F. Worrell.

Dichburn Boats, Ltd., Gravenhurst, Ont., has awarded contracts to E. Webb & Son, general contractors, for constructing a plant at Orillia, Ont., for the manufacture of boats. Equipment for the plant will be purchased.

Atlantic Gulf & Shipping Co. has inaugurated a new shipping line to Java and points in the Far East. Regular monthly sailings will be from the port of Savannah, Ga., the first being in December.

Charleston Dry Dock & Machine Co., Charleston, S. C., has been awarded contracts for constructing a stern wheel towboat. C. V. Boykin is general manager of the Charleston company.

A plant for the construction of speed boats is to be located at Jacksonville, Fla., according to reports from that city.

American Chartering Corp., New York, has been incorporated for $10,000 to conduct a navigation business, by N. Ratner, M. Degroot and E. Glueck, with F. J. Knorr, Albany, N. Y., as attorney.

National Lighterage Co., Brooklyn, N. Y., is reported to have been dissolved.

General Ship Scaling Corp., New York, is reported to have been dissolved.

Transoceanic Express Lines, Wilmington, Del., has been incorporated with $50,000 to build boats and other vessels.

Lockwood Co., Inc., Boston, has been formed with 1000 shares no par value stock by Frank W. Krogman, Boston, Edmund H. Granger, Stoneham, Mass., and William H. Mitchell, Melrose, Mass., to build marine and stationary engines.

Bethlehem Shipbuilding Corp. is constructing a ferryboat for the Southern Pacific Co., the second of three on order recently having been launched.

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